Near Westside Neighborhoods and University Avenue Transportation Study

1. Based on the map provided, please indicate where you live:

	Response Percent	Response Count
I live outside these areas	2.5%	27
Area A - Village of Shorewood Hills	**33.7%**	**360**
Area B - University of Wisconsin-Madison Campus	1.1%	12
Area C - Greater Regent Neighborhood Area	32.6%	349
Area D - West Madison/Middleton	23.7%	253
Area E - Southwest Madison/Verona	2.4%	26
Area F - South Madison/Fitchburg	0.8%	9
Area G - Madison Isthmus	1.6%	17
Area H - East Madison/Monona	1.5%	16
	answered question	**1,069**
	skipped question	**0**

2. Based on the map provided, please indicate where you work:

	Response Percent	Response Count
I do not travel for work purposes	20.1%	215
I work outside of these areas	8.0%	86
Area A - Village of Shorewood Hills	6.9%	74
Area B - University of Wisconsin-Madison Campus	**29.2%**	**312**
Area C - Greater Regent Neighborhood Area	7.7%	82
Area D - West Madison/Middleton	7.6%	81
Area E - Southwest Madison/Verona	3.7%	40
Area F - South Madison/Fitchburg	2.9%	31
Area G - Madison Isthmus	10.9%	117
Area H - East Madison/Monona	2.9%	31
	answered question	**1,069**
	skipped question	**0**

3. How do you travel the University Avenue/ Campus Drive corridor?

	Daily	A few times per weeks	A few times per month	Rarely / never	Rating Count
Personal motor vehicle to/ from work	**36.8% (283)**	23.3% (179)	12.9% (99)	27.0% (207)	768
Personal motor vehicle errands/ other travel	28.2% (247)	**52.3% (459)**	17.4% (153)	2.1% (18)	877
Metro Transit or other shared ride	12.2% (77)	14.6% (92)	18.9% (119)	**54.3% (342)**	630
Bicycle	15.0% (112)	27.2% (203)	25.8% (193)	**32.0% (239)**	747
Pedestrian/ Wheelchair	12.5% (80)	19.7% (126)	21.8% (140)	**46.0% (295)**	641
				answered question	**1,068**
				skipped question	**1**

4. Please prioritize the MOTOR VEHICLE concerns associated with the University Avenue/ Campus Drive Corridor.

	Major Concern		Agree it is an Issue		Not a Concern	Rating Average	Rating Count
Too much congestion along the corridor during rush hours	23.9% (245)	18.9% (194)	**33.5% (343)**	14.3% (146)	9.4% (96)	2.66	1,024
Travel speeds are too fast	14.2% (143)	10.4% (105)	19.2% (193)	24.7% (249)	**31.5% (317)**	3.49	1,007
Difficulty crossing or making a left turn on to Univeristy Avenue from an unsignalized intersection	23.5% (239)	19.4% (198)	**30.6% (311)**	13.7% (139)	12.9% (131)	2.73	1,018
Difficulty turning left off of University Avenue to a side street or driveway	11.8% (118)	16.2% (162)	**29.9% (300)**	24.2% (243)	17.9% (180)	3.20	1,003
Congestion at major intersections (Midvale Boulevard, Shorewood Boulevard, University Bay Drive/ Farley Avenue, etc.)	21.3% (219)	23.1% (237)	**27.8% (286)**	17.7% (182)	10.1% (104)	2.72	1,028
					answered question		**1,063**
					skipped question		**6**

5. Please prioritize the NEIGHBORHOOD TRANSPORTATION concerns associated with the University Avenue/ Campus Drive Corridor and the neighborhoods north and south of it.

	Major Concern		Agree it is an Issue		Not a Concern	Rating Average	Rating Count
Difficulty crossing University Avenue/Campus Drive for bicycles and pedestrians.	**35.2% (351)**	19.5% (195)	23.6% (236)	10.7% (107)	10.9% (109)	2.43	998
Missing east-west bicycle and pedestrian connections (for example between University Bay Drive and Shorewood Blvd)	**37.1% (368)**	20.4% (202)	21.9% (217)	8.7% (86)	12.0% (119)	2.38	992
Missing north-south bicycle and pedestrian connections (for example between the Southwest Path and the Blackhawk/West Campus Path)	**29.3% (285)**	18.3% (178)	25.4% (247)	12.6% (123)	14.5% (141)	2.65	974
Use of neighborhood on-street parking by daily commuters	17.7% (175)	15.6% (154)	**24.5% (242)**	18.7% (185)	23.6% (233)	3.15	989
Use of neighborhood streets to bypass congested roads or intersections (cut-through traffic)	**29.1% (293)**	17.1% (172)	23.2% (233)	16.6% (167)	14.0% (141)	2.69	1,006
					answered question		**1,037**
					skipped question		**32**

6. If you drive University Avenue/ Campus Drive regularly, please check all that apply:

	Response Percent	Response Count
I avoid University Avenue during rush hour by not driving during that period.	38.0%	353
I avoid University Avenue during rush hour by using local neighborhood streets.	27.6%	256
I choose to travel by foot, bike, or bus to avoid University Avenue traffic during rush hour	30.5%	283
I do not (or can't) avoid University Avenue during rush hour.	**39.9%**	**371**
	answered question	**929**
	skipped question	**140**

7. Please indicate your opinion regarding improvements to mobility along the University Avenue/Campus Drive corridor.

	Response Percent	Response Count
Modifications are not needed along University Avenue.	10.2%	105
Small modifications are needed along University Avenue to address growing congestion, maintain mobility, and manage impacts on adjacent neighborhoods.	**60.1%**	**617**
Major modifications are needed along University Avenue to address growing congestion, improve mobility, and reduce or reverse impacts on adjacent neighborhoods.	29.7%	305
	answered question	**1,027**
	skipped question	**42**

8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	Response Count
	442
	answered question	**442**
	skipped question	**627**

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

1	Bicycles, pedestrians, transit, and green infrastructure for stormwater management should be the priority when planning this corridor.	May 27, 2013 10:03 AM
2	I'm really angry that it has taken the city so long to finally start doing something about this issue. Many near west side neighbors have been making a stink about this for years. Get it done so that it preserves the quality of life and the value of the near west side neighborhoods.	May 23, 2013 6:38 PM
3	The speed on Farley Ave. between University and Regent is still a major concern. Cars are using this as a through pass and constantly speed, especially during rush hour. The islands recently put in do not seem to slow traffic down, especially since there is also no vegetation planted on the island so that it could obstruct the view for drivers vision - encouraging them to slow down. It has been an unfinished, half-hearted attempt to silence the concerns of the neighborhood. NOTHING has changed - cars speed constantly. A speed board would be perhaps more effective. The islands have solved nothing.	May 23, 2013 4:53 PM
4	As a biker, i was hit by a car that ran a red light, university and hill drive. Everyday cars run red lights there and it is painful to watch.	May 7, 2013 11:12 AM
5	Modifications are needed in DISCOURAGING traffic and motor commuting through Univ Ave/ campus drive, not to facilitate it! Free parking for commuters should be made available on side streets 1-2 miles away from campus, e.g. west side around DOT, around Hilldale, Sheboygan, people could then take the bus downtown (have a cheaper commuter fare or card, or shuttle, between say Midvale and downtown). Currently, lots of univ people sneak in these parking lots and take advantage of the frequent buses on sheboygan or univ ave to go to work.	May 6, 2013 9:57 PM
6	I love the bike path. However, I would like the bike path to go straight rather than curve up into Doctors Park. I don't mind going past the Shorewood pool. There is a hill, danger of cars on Univ. Bay Dr.	Apr 30, 2013 7:26 AM
7	Our street is continuously being used by motorists to bypass the west bound Regent st/Midvale intersection light and drive at top speeds going north/south on S. Meadow Lane.	Apr 28, 2013 4:39 AM
8	University Avenue between shorewood entrance and univ bay drive needs major work. Suggestions include: rapid transit bus; repayment of roads; improved sidewalks and pedestrian scale lighting to promote walk ability; improved intersections for crossing bikes and pedestrian. West end of Regent neighborhood is a grid and rush hour is dangerous with high speed drivers cutting through the neighborhood. Recommendation to install more speed bumps; neighborhood signage; and create cul du sacs and dead end to some neighborhood roads to decrease pass though traffic.	Apr 26, 2013 6:22 AM
9	The recently replaced section starting at Hill St and heading west is wonderful. It would be great if that continued East, especially with respect to the wide bike lanes and sidewalks. Thanks!	Apr 24, 2013 7:18 AM
10	I travel on University Ave daily about 7:30 am. I do not have a problem with congestion which is much less than other cities I have experienced.	Apr 23, 2013 3:12 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.		
11	It is very difficult to cross University Ave. most of the time but especially during rush hour, and I especially worry about kids crossing U Ave.	Apr 22, 2013 2:44 PM
12	Crossing University at Deming is a death-wish. I live South of University and need to get North of University to the Middleton business park for work. Using the Pheasant Branch Trail is way out of my way, and still requires me to cross at Parmenter St, which does not have a bike lane. Please work with Middleton to make this area more bike friendly.	Apr 22, 2013 12:52 PM
13	Difficulty exiting U-Bay Drive at Highland Ave. during afternoon rush hours. Also difficulty turning left onto U-Bay Drive at same intersection at those times.	Apr 22, 2013 7:50 AM
14	The following would be extremely helpful: 1. Increase pedestrian signal time at the intersection of University/Midvale. One can barely make it across at a steady pace. A serious issue for those with mobility problems and kids. 2. Move bus stops 1/2 block - 1 block in either direction. They are too close to the intersections and block traffic, especially left turn traffic. Applies mainly to University/Midvale. 3. Increase traffic patrols. Speeding has become a serious issue. 4. Investigate the need for stop signs in residential neighborhoods. On a personal note, I have requested stop signs at the intersection of North Meadow Ln and Lucia Crest. It is at the top of a hill and drivers seeking shortcuts often speed with reckless disregard. That intersection is a school bus stop and can be very dangerous, especially in the a.m. hours. 5. Move street parking 1/4 block away from street corners. I see cars parked on the corner during peak hours. 6. Open up a few more streets for unlimited parking. For instance, there is no need for a 2 hr time limit on Meadow Lane. 7. Open up the back lot of city documents building/crime laboratory (4800 block of University) to park&ride. This lot is often vacant and a bit of new asphalt could accommodate many drivers. In general, find additional park&ride lots on either end of University. Thanks Joe Peters North Meadow Ln.	Apr 22, 2013 7:20 AM
15	rush hour congestion at major intersections is a big problem, especially UBay-Farley & University. Would be good to complete sections of the east-west bike path all along University. But UBay-Farley intersection needs a lot of attention to minimize car-bike conflicts there.	Apr 22, 2013 6:34 AM
16	I live on N.Owen Dr.Car traffic too heavy because it's a shortcut. Speed excessive. Parking on both sides of street at Lucia crest a safety concern for children,etc.City needs to make the parking at the park 2 hour to increase safety and to ease congestion. Our neighborhood is being used as a parking garage by UW and state employees. step up to the plate city of madison before a child is killled or injured near the park.	Apr 21, 2013 5:45 PM
17	Dangerous pedestrian crossing at univ ave & farley. Need to limit the number of entry/exit points in regent neighborhood to help eliminate pass through traffic. Introduction of one-way streets to discourage pass through traffic. Speeding on Chamberlain Ave, during rush hour and failure to stop properly at Chamberlain and Farley caused several accidents over couple years.	Apr 21, 2013 5:00 PM
18	remote parking, shuttles, toll into town center	Apr 21, 2013 12:56 PM
19	I wish the bike path connected through to Shorewood.	Apr 19, 2013 3:07 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

20	Bluff St, N. Blackhawk Ave and Regent St are used to avoid University Ave during rush hour. We live on N.Blackhawk Ave and the disregard for the 4-way Stop is amazing. Vehicle speed and noise from the rush hour traffic is unacceptable-I wish it would change. Speed bumps? One-way traffic? Curved narrower streets? More boulevard in front of the homes with curvey sidewalks?	Apr 18, 2013 4:00 PM
21	I do not like to drive. I live close enough to campus to walk or bus most of the time. That also means higher housing costs for less amentities, but it has been worth it. The new Univ. Ave. improvements have helped as far as traffic and being able to cross the street, but traffic has obviously increased a lot in the 29 years I've lived in the neighborhood. Illegal parking is definitely an issue as I live on a round circle-Birge Terrace.	Apr 18, 2013 12:21 PM
22	There needs to be a shift in attitude about University. People drive way too fast and cut off bikers and pedestrians. Lights for cross streets should be longer. Traffic on University is not that bad.	Apr 17, 2013 9:48 PM
23	Rush hour "cut through" on Regent, Blackhawk and Bluff Streets need to be monitored. East bound traffic on Regent often "cut the corner" onto Blackhawk nearly causing accidents. Many vehicles do not stop for the stop sign (three way stop) at Blackhawk and Bluff. Speeding is incredible on the residential streets.	Apr 17, 2013 12:14 PM
24	Connecting the multi-use path from Univ Bay Drive to Shorewood Blvd would be a much safer and used option for both peds and bikes than adding a skinny bike lane on Univ Av.	Apr 17, 2013 6:03 AM
25	Better bike path connections to help bikers not have to ride on or cross major roadways would help traffic flow. Also, better light timing and longer turn arrows on to and off of University Ave would help traffic flow and people wouldn't feel the need to drive into the neighborhoods to bypass Univ. Ave.	Apr 16, 2013 2:14 PM
26	I think Campus Dr. needs to be 3 lanes because it goes from 3 lanes on university Ave. down to 2 lanes on Campus Dr. and then back to 3 lanes on Johnson St. so there is a clustering effect on campus Dr.	Apr 16, 2013 5:54 AM
27	The west ward bike path on University Avenue is not safe. It is an unbelievably bad and unsafe design - can't believe who came up with that. Bicyclists must ride between buses on the right and trucks on the left. This is the single most important issue.	Apr 15, 2013 8:06 PM
28	Thanks for studying this. I live on Lucia Crest and understand University is a major arterial. Would like to see efficient use of University for automobile commuter traffic, and maintain pedestrian/bicycle paths and street crossings with safety in mind (maybe a bridge somewhere near ridge or hill st and university). Also, please consider a park and ride near DOT lot with train route to UW and downtown.	Apr 15, 2013 7:56 AM
29	Reduced lanes on Old University Ave. a major source of congestion. Railroad crossings major safety concerns, and major source of congestion. Speed bumps ineffectual and annoying	Apr 14, 2013 6:17 PM
30	Suggest speed bumps and signage on Harvey and Ridge Streets indicating to	Apr 13, 2013 8:53 PM

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	slow down and be aware of foot traffic and bikers. People bypassing University drive very fast on these streets, and with two lanes of street parking and no sidewalks this is very dangerous for pedestrians. Heavy food delivery vehicle traffic is a problem also, as well as occasional larger vehicles--even busses going down these streets.	
31	I used to live off a side street (mckinley) and cars flew by avoiding university Ave. It was often hard to be out walking any time of day ESP with the dog. We moved a few blocks over (renting before, now owning) to avoid such side street traffic. I live near hilldale mall, I suggest more stop signs nearby to slow traffic coming onto university (or from). It's like a speedway - still tough when I am out walking, but better than b McKinley. Also I am new to Madison, impressed by most of its bike paths, not by pedestrian life. Just added a baby to the family - so we go on walks a lot...traffic is noticed. Not sure I would like to stay long in Madison with congestion like this.	Apr 13, 2013 4:30 PM
32	Please do not continue to make traffic lanes narrower and unsafe for cars to add bike lanes for a few bike commuters. I think most bikers are happy with the bike path, (I am) just complete the sections missing and maybe a path on Campus Drive. Please do not make lanes so narrow that trucks and city buses can't maintain their lane, like at the end of Campus Drive by the engineering school as you transition to Johnson St. People that are unfamiliar with this road never stay in their lanes. Do not continue to put manhole covers in the tire lane, the last section of University just completed is terrible. I know pedestrian safety is important but lets not forget this road is needed by a lot of cars. Also let's limit the number of these new turn lane arrows, I think everyone would be better served by moving the traffic through at busy times which may correct alot of issues.	Apr 13, 2013 2:24 PM
33	University & midvale intersection is dangerous for pedestrians, bikes, and cars.	Apr 12, 2013 5:50 PM
34	UBay leg of Univ/Farley/UBay intersection at PM rush hr is very bad...more stacking for rt-turns up hill?	Apr 12, 2013 3:34 PM
35	My particular concern is regarding pedestrian (and bike) traffic across University Avenue. The crossings are very dangerous, with short crossing times and cars turning when pedestrians are in the crosswalk. Cars do not understand they need to give way to pedestrians. I am surprised no one has been injured or killed. It is simply a matter of time. I do not think subways or bridges are the answer. The road is very wide. It takes a long time to walk across so children, disabled & the elderly are especially vulnerable. Traffic on U. Avenue is busy & fast, the median is very narrow with 0 protection. Traffic turning right on red or left out of side streets speed up across cross walks while pedestrians are crossing. THIS IS JUST TOO DANGEROUS! Traffic is never so busy it's stopped or backed up to risk lives in this way.	Apr 12, 2013 2:34 PM
36	Cut through traffic is a major problem in Shorewood. Drivers regularly exceed the speed limit and are rude and inconsiderate to residents. They would never permit me to drive that way in their neighborhood. We need to eliminate cut through traffic before someone is injured or killed. I'm especially concerned for our schoolchildren, who walk or bike each morning in the middle of what has become a rush hour free-for-all.	Apr 11, 2013 12:27 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

37	I am retired and do most of my errands by bike. So anything you can do to provide convenient routes for bicyclists will keep me safe.	Apr 11, 2013 9:21 AM
38	I live in the garden house area of Shorewood and one of my main concern is the increase in traffic along Locust Dr. once the new apartment complex is completed. Right now, there is already issues between the bicycles (coming off the bike path) and the cars driving on Locust Dr. Most bikers and some drivers do not pay any attention to the STOP signs along the road and where the bike path connects to the road. Once an apartment complex is put up the traffic will dramatically increase causing additional problems in this area. My other main traffic concern is the way the university bike path crosses University Bay Dr.and continues past the congested pool area/neighborhood. The only exit off the bike path is into busy traffic along University Bay Dr. thus I think it would be better if there was a way go over or under University Bay Dr. or incorporate the bike/car traffic by the stop light in that insection. Also, it would great if there was a way to extend this bike path to connect with the bike path along Rose Rd. and Locust Rd. Maybe continue the bike path besides the railroad behind the shopping center so it will avoid the swimming pool area. Thanks for letting us express our views.	Apr 11, 2013 7:53 AM
39	University Avenue needs modern access management. Most driveways should be closed, access should be from side streets and rear if feasible. Intersections should be right-in, right-out with dedicated u-turns at signals for drivers wanting to head the opposite direction. Throughput on the roadway would be greatly enhanced by proper access management without a need for highway expansion. Pedestrians and bikers would be safer, too, because traffic flow would be more predictable. Rear end accident rates would drop considerably. Consideration should also be given to restricting University Avenue at Allen Boulevard. Let traffic backups caused by non-city residents occur outside the city, and pace access into the city. Finally, the city should consider issuing parking permits for on-street parking. Permits should be free for residents but should cost non-residents a fair sum per month to discourage commuting from distant communities into the city by car and parking in urban neighborhoods.	Apr 10, 2013 9:07 PM
40	Why is there a bicycle lane on both sides of University Avenue when there is a very nice, safe, paved bike path adjacent to the street? Bikers should avoid the street and use the bike path, it is especially dangerous for bikers on the bridge between Whitney Way and Segoe. (I am a biker myself)	Apr 10, 2013 11:02 AM
41	University Ave isn't a highway it is a city street. Slow down traffic on University and on residential streets around it. Make more and better crossings.	Apr 10, 2013 10:31 AM
42	Traffic congestion is not a major problem along University. The biggest problem is the speed cars are driving and the lack of pedestrian and bicycle alternatives. We need better bike lanes along the corridor and better and safer pedestrian crossings with handicapped accessible lights.	Apr 10, 2013 10:23 AM
43	Two spots when I bike that are difficult on bike path. 1. Crossing at University Bay Drive 2. Crossing at Highland Ave	Apr 10, 2013 7:21 AM
44	most major concern: Missing east-west bicycle connection between University Bay Drive and Shorewood Blvd	Apr 10, 2013 12:15 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

45	Stronger law enforcement is needed because it can be dangerous for blind persons to cross University Avenue and feeder streets, even with a service dog.	Apr 9, 2013 6:41 PM
46	I would love to use bike and bus if bike safety is improved and Madison Metro schedule is increased in frequency.	Apr 9, 2013 6:27 PM
47	Although the traffic is heavy on University Ave. and Campus Dr., for the most part, it moves pretty well. The most frustrating thing for me is when cars are lined up on University, waiting to turn into Starbucks.	Apr 9, 2013 4:47 PM
48	Other than no good north/south bike connection things actually move pretty well for a city this size	Apr 9, 2013 4:43 PM
49	My biggest concern as a resident of Burbank Place (Shorewood Hills) is cut-through car traffic on Locust Drive to bypass the Midvale intersection (via the parking lot behind McDonalds and Laredo's on Univ. Ave.)	Apr 9, 2013 4:26 PM
50	It is of primary importance that any modifications along the University Avenue/Campus Drive corridor FIRST consider the impact on pedestrian and biking routes as well as improving accessibility for bikers and pedestrians. The current situation in which a large number of pedestrians and bikers do not have safe and sufficient infrastructure is not acceptable.	Apr 9, 2013 3:09 PM
51	I strongly feel that improvements to streets only lead to more traffic. I would much rather see priority given to mass transit solutions, bike paths and safe sidewalks and crossings for pedestrians.	Apr 9, 2013 2:25 PM
52	University Ave should be 3 lanes both directions from Allen Blvd East including bridge	Apr 9, 2013 2:01 PM
53	Survey format has pre-determined public input.City (MSN) engineers decided Univ Ave corridor use re: turn lanes Midvale-UnivAve & UnivAve-UBayDr, timing of signals. Peds & bikers are screwed.	Apr 9, 2013 1:57 PM
54	drivers frequently speeding through yellow/red lights at intersections	Apr 9, 2013 1:31 PM
55	What we really need is light-rail along the corridor. Also, I should say that I am large unaffected by this because I take the bike path to work every day. It isn't a problem for me to access the bike path from Highland Ave (I live in the 2500 block of Kendall). But improving that access for other bikers from other parts of the corridor should be a major priority.	Apr 9, 2013 1:11 PM
56	A north Beltline would have reduced University Avenue traffic. But no that road was redone, but not made efficient as they lowered the speed limits.	Apr 9, 2013 11:26 AM
57	I care about the environment and would love to drive less, but at present neither biking nor busing are very viable alternatives. I would love to see a more extensive bike path network, and better bus service to the west end of town, as well!	Apr 9, 2013 11:11 AM
58	I am retired but did travel U Ave. daily when I worked on the Square for many years. The traffic IS faster during rush hour, but slowing it down at those times would be a mistake. It should be slower during the mid-day periods. My major	Apr 9, 2013 10:16 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	beef was the bike route into Middleton. At the time Old Middleton Road was too dangerous, and I enjoyed the route through Shorewood and by the Lake. The big problem was getting INTO Middleton. At the time, there was "right on red" which meant drivers DID NOT slow down or stop at the top of Allen BLvd. They would whip around without seeing that someone was at the crosswalk, and trying to WALK their bike across on the Walk sign. The last time I did it, the car that almost creamed me stopped a mere few inches before me. I did protest to Middleton PD, but they were not in charge of that area, Madison was (and they were never visible that far from the center of the city.) MiPD did track the man down by his vanity plate I noted, and gave him a stern lecture. But after that I gave up biking to work. The large round sign for the Chinese restaurant may have obstructed his vision somewhat, so that might be one thing to look at, but this is far outside the zone you're looking at.	
59	Commuter express buses, e.g. from Greenway Station in Middleton to the UW Campus & downtown might reduce the number of cars on University Ave & Campus Drive.	Apr 9, 2013 9:44 AM
60	Everything is a compromise. The corridor is not too bad now, given the number of vehicles. I hope moderation will be used in making changes.	Apr 9, 2013 9:10 AM
61	expanding the left turn lane from eastbound University on to University Bay dr would reduce a lot of congestion and dangerous traffic situations from bypassing traffic.	Apr 9, 2013 8:59 AM
62	If I'm not mistaken, wasn't this portion of University Ave. already under construction last year? If so, why weren't these concerns dealt with at that time? And, if not, WHY wasn't this portion dealt with at that time? Very frustrating.	Apr 9, 2013 8:26 AM
63	Better public transportation, light rail for instance, could improve the congestion and speed issues without adding more lanes to University Avenue and changing the character of the Segoe Road to Breeze Terrace neighborhoods.	Apr 9, 2013 8:10 AM
64	Any improvements to bicycle and pedestrian paths will help Madison become a safer and more appealing city to live in and work in.	Apr 9, 2013 7:37 AM
65	I see pedestrians running and getting stranded in the median quite frequently. I see car drivers getting desperate to make left hand turns onto and from University Ave when they really shouldn't. Bicycling between Shorewood Blvd and University Bay Drive can be circuitous.	Apr 9, 2013 7:23 AM
66	Excellent work making University Avenue much easier to drive on these days.	Apr 9, 2013 6:56 AM
67	Greater non-motorized vehicle environment needed.	Apr 9, 2013 6:54 AM
68	#6-If I have to travel down University Ave during rush hour I do. It's not really avoidable.	Apr 9, 2013 6:54 AM
69	People riding bicycles off the designated paths create dangerous conditions for themselves, and for drivers.	Apr 8, 2013 4:28 PM
70	I don't use this section of University Ave. often, and only very rarely during peak	Apr 8, 2013 1:39 PM

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	times, but I don't encounter any significant problems when I do drive there.	
71	Public transportation from Shorewood Hills to the isthmus would be incredibly beneficial in reducing traffic.	Apr 8, 2013 12:29 PM
72	The flashing yellow turn left signals should have a green option.	Apr 8, 2013 11:59 AM
73	I recognize the improvements from the West University Ave construction this last year. Thanks. I fully support expanded bicycle infrastructure. My primary concern is the "incomplete" trails along University that goes along Marshall Court and on campus after the pedestrian bridge parallel to Campus Drive. Thank you!	Apr 8, 2013 10:19 AM
74	Over or under University Bay Drive bike trail crossing is needed for the safety of bikers and drivers.	Apr 8, 2013 9:55 AM
75	The lack of green arrows at capital ave makes the intersection unsafe for left turners. Occasional green arrows are needed at rush hour to improve safety. The city plan to use green arrows only when three cars are waiting sacrifices safety for expediency - this is shameful and unacceptable.	Apr 8, 2013 9:45 AM
76	I thought most of the improvements were done a few years ago when we experienced staggered and restricted lanes. There's more to come? What a nightmare that will be.	Apr 8, 2013 9:20 AM
77	Ped/Bike crossing of University Ave. at Hilldale Shopping Center area is still cumbersome and needs a better solution at Midvale Blvd. or just west of there.	Apr 8, 2013 8:42 AM
78	Bike lanes would be appppreciated	Apr 8, 2013 8:08 AM
79	Please find a way to eliminate the bicycle traffic through the parking lot behind Marshall Court. Many bicyclists actually think it is the bike path.	Apr 8, 2013 6:58 AM
80	I dread my daily commute to work. Traffic backups at the University Bay Drive light often delay me by 10 minutes. Then, once I turn off on Univ Bay Dr, the turn to Marshall Ct is a scary one. With traffic back ups it is impossible to be sure that it is safe to turn. Likewise at the end of the day, turning left takes a lot of time and feels unsafe.	Apr 8, 2013 6:53 AM
81	Farley Ave is a major cut through street from the South(ie Regent Street, Speedway, etc). It is a narrow street with a lot of on street parking areas between the PED refuge islands. People fly down the hill having to weave back and forth around parked cars and the PED islands. These motorist only add to the congestion at the Farley/University interesection. The signalization at the intersection needs to be up dated to accomodate these added secondary road additions. Making a Left Hand turn from Farely to University can be difficult sometimes since it seems like the two roads are not in line and people are usually encroaching on the other sides turn area due to many pedestrians crossing the street. There are many PEDs crossing at this lcoation due to many hospital works living in the area, or many parking on side streets for the day to then walk to work. Bike path that comes from the campus area to the East just kinda dies/dead ends at the street across from Farley. Having a bus stop right at the Southwest corner adds to the sight issues for cars trying to make a right	Apr 8, 2013 5:32 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	hand turn on red. Basically, many issues both larger and smaller that need to be addressed.	
82	Traffic needs to be restricted through the university, State St and Capital areas. Commuters ought to make better use of diversifying traffic choices, carpooling. I think this entire area would benefit significantly to improve bicycle safety and motorcycle safety. Also, where is there parking for motorcycles?	Apr 7, 2013 4:46 PM
83	Some sort of ped/bike crossing over University would encourage more bike and less car traffic.	Apr 7, 2013 3:33 PM
84	I think the City needs to consider a limited access (possibly overhead) lane to get folks between Segoe/Midvale and University Bay. Campus Drive has been very effective, and something similar is needed further west.	Apr 7, 2013 2:32 PM
85	RESIDENTIAL NEIGHBORHOODS MUST BE PROTECTED! Pass through traffic with pollution, noise, and high speeds are greatly affecting the quality of life in the Regent Neighborhood. To keep young families in our neighborhood there must be MAJOR MODIFICATIONS to traffic patterns in our area. There are neighbors who are talking about wanting NO right turns into residential Regent Neighborhood during rush hours. Shorewood Hills has limited entry and exits, but Regent neighborhood has multiple entries and exits. Simply limit them! Pedestrian and biking is becoming a hazard during rush hours with high speeds on narrow streets.	Apr 7, 2013 2:27 PM
86	Rose Place needs to have one lane going north from Univ Ave and 3 lanes going south, 1 right turn, 1 straight and 1 left turn. All 3 lanes need to be long enough to accomodate rush hour so several cars can get through the light going all three directions - instead of a single line of waiting cars that get backed up while only a few cars make the green light.	Apr 7, 2013 1:53 PM
87	Major concern - ped/bike crossing at Highland Ave trail crossing. University Ave(parallel to Campus Dr) should have only two lanes auto(one each way) and bike lanes all the way from ramp(heading East) Bike lanes should continue heading East on University Ave from Hill St to exit ramp. Thank you.	Apr 7, 2013 1:14 PM
88	I noticed yesterday that there is a significant east-west crack in the middle of University at Shorewood Blvd.	Apr 7, 2013 9:07 AM
89	Congestion is our most effective transportation demand management tool. Reducing congestion should be a non-goal. Land use around corridor should be redesigned to encourage "park once" travel instead of "drive everywhere". Re-imagine University Ave/Campus Drive as a multiway boulevard instead of an urban freeway, stitching campus and Old Univ. Ave back together into a neighborhood. What this corridor needs is commuter rail!	Apr 7, 2013 9:01 AM
90	My biggest concerns: Difficulty of crossing University Ave at Flambeau pedestrian crosswalks due to high speeds, aggressive driving, lack of signage. Dangerous bike/ped areas: missing bike path connection between University Bay and Marshall, dangerous and difficult bike path crossing of HIghland Ave at rush hour.	Apr 7, 2013 8:54 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

91	Speed limits are consistently exceeded on the campus Drive portion.	Apr 7, 2013 8:11 AM
92	I'd like to see additional bus service (longer hours) of transit between UWHC area and Regent & Hill Farms areas (specifc, Rte 11 does not run during day, requiring use of car for nonscheduled hours)	Apr 7, 2013 6:57 AM
93	(Small?) modifications that would improve matters include better traffic signals at intersections along the study corridor. At this time no (major) construction work is warranted.	Apr 7, 2013 5:29 AM
94	I think that, for cars, the area moves pretty well during rush hour. It is more crowded, for sure, and it takes a little extra time, but we live in a city; sometimes there is a minor inconvenience because of the rush hour. I do, however, agree that a bike path that connects the Blackhawk path to the path near Neilsen would be nice, and certainly one from the SW bike path to Blackhawk would be nice. I have to ride on the sidewalk along Midvale to get through.	Apr 7, 2013 5:05 AM
95	Left turn signals on U.Ave @ Shorewood and Univ. Bay are too short. Perhaps a turn arrow both before and after green light?	Apr 7, 2013 4:52 AM
96	lake mendota drive is rapidly becoming an alternative shortcut, and it's not a question of if there will be a tragic auto/pedestrian accident, but when there will be one.	Apr 6, 2013 9:07 PM
97	A bike route is needed to connect from Marshall Court (west of La Brioche) to University Bay Drive. Safer bike crossing is needed at University Bay Drive (this is a dangerous crossing) and at Highland Ave. The rest of the bike route is excellent.	Apr 6, 2013 8:56 PM
98	Need more sidewalks along University Ave.	Apr 6, 2013 7:58 PM
99	University avenue becomes so crowded because the beltline, the only other route to my work, is MUCH WORSE and more dangerous at that hour of the day. Please focus on that instead of fixing University further.	Apr 6, 2013 7:42 PM
100	I'd like to see more pedestrian/bicycle overpasses and tunnels under and/or over University Ave. Also, build on and off ramps for bicycles to conect to Park St. from the rail corridor bicycle trail.	Apr 6, 2013 7:41 PM
101	Enhance bike route connectivity, safety and convenience, and traffic will lessen.	Apr 6, 2013 7:12 PM
102	Please, please, please make a full quality, safe and consistent bike corridor along the entire Shorewood Hills and into campus. It is now largely a hodge podge.	Apr 6, 2013 7:05 PM
103	As a motorist, I have greatest concerns about the problems with left turnings and U turns on Univ. Ave.	Apr 6, 2013 6:35 PM
104	additional streetlights in my neighborhood (Craig Ave/Norman Way) have increased safety for pedestrians crossing street and turning L or R onto Univ Ave during peak traffic times. The bike path now gives a place for family to ride and stay out of traffic and off sidewalks. I wish the bus stops had more seating, new bus shelters have less and what was replaced is less comfortable material.	Apr 6, 2013 5:49 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

105	Most of the time traffic flows well, we travel downtown and back quickly. I would really prefer a more continuous bike path toward downtown/campus.	Apr 6, 2013 5:37 PM
106	turning L onto U Ave is difficult when there's no intersection. I avoid this by travelling a side street until there is a light, which is very easy to do . it's not possible to put a light everywhere. it works fine this way. a short L arrow on Hill street woudl be useful bc ppl like to turn into Whole Foods	Apr 6, 2013 5:29 PM
107	The absolute biggest problem in my area is Harvey Street... A narrow, residential, tightly parked on side street that definitely CANNOT handle the traffic it takes.	Apr 6, 2013 5:24 PM
108	Respect of pedestrians and bikers by drivers of motor vehicles is always an issue. Especially in my neighborhood, where there are no sidewalks, roads are not only for motorized traffic, but primarily for pedestrians, dog-walkers, and other vehicles.	Apr 6, 2013 5:15 PM
109	It can be very difficult to cross University by foot/bike. Pedestrian right of way is not recognized by many drivers. Turns on to University Bay Drive from University can be difficult. The lights are timed well during the 7:00 - 8:30 hour, but then it seems the timing for turns is shortened shortly after. The street congestion on University Bay Drive leads to back-ups on University. Bus stops at the railroad tracks, pedestrian traffic and general congestion can lead to inability to make the turn while the green arrow is showing. Too many people rush through the intersection on the red light. There has been an increase in pedestrians in at this intersection. Focus should be placed in this region. Thanks	Apr 6, 2013 4:32 PM
110	Motorists completely disregard pedestrian rights in crosswalks across all of the City of Madison with little to know meaningful police enforcement.	Apr 6, 2013 4:07 PM
111	The small modification that would be appreciated (per my answer to number 7) would be the turn going to the UW Hospital (on University going toward the capitol). In the morning rush hour, the massive amount of cars trying to make a left there actually create a line that blocks one of the center lanes of traffic because the turn lane is too small. If the turn lane were larger this wouldn't happen. It's frustrating to see all the cars making a left turn roll back in a line that curves out of the turn lane blocking the left center lane--because after you bypass this area, the left center lane is completely empty up the road for several blocks (it's just no one can use it because of all the cars overflowing from the left turn lane blocking it).	Apr 6, 2013 4:01 PM
112	Please eliminate or significantly reduce commuter park-and-ride vehicles on streets in the adjacent neighborhood areas east of Midvale Boulevard and south of University Avenue. To reduce free commuter parking on neighborhood streets, install signage on both sides of the streets consistently reading >2-hour parking only, 8am to 6pm<, or, >No parking, 8am to 6pm<. To accommodate the resulting and increasing number of park-and-ride vehicles, build landscaped public parking ramps along the University Avenue and/or Midvale Boulevard corridors, featuring underground parking, elevator access to all levels, and seasonal park-and-ride passes at reasonable fees. Thank you for your attention.	Apr 6, 2013 3:36 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

113	Going westward, the traffic signal at the Ridge-University intersection does not turn green for those turning left onto Ridge-- this is a confusing and potentially dangerous situation. Despite the addition of lights, the intersection remains dangerous for pedestrians/bikes crossing University-- for example, cars regularly speed across even as the lights turn red. In general, cars are traveling at speeds too high for pedestrians to feel safe while crossing. This area needs a north-south walk-over for pedestrians, including children and elderly, to feel safe while crossing University Avenue, just like the one going across old University.	Apr 6, 2013 2:24 PM
114	traffic congestion needs to be considered in perspective of other more major concerns. How long does congestion last? How much $$ should be spent on a couple of hours. Many times/days Uni Ave is pretty empty.	Apr 6, 2013 9:56 AM
115	Mostly, I am satisfied	Apr 6, 2013 9:14 AM
116	Car parking by West High students creates extremely limited on street parking options. It would be great if students were required to take public transporatation, bike or walk. Between 8 AM & 4 PM it's almost impossible to park on streets south of the school.	Apr 6, 2013 8:09 AM
117	No good alternates to University Ave, so it needs to work as efficiently as possible.	Apr 6, 2013 7:18 AM
118	I want a green left turn arrow from University to Capitol Ave. Many neighbors are unhappy and it is a danger to turn left. It is in essence a safety issue that the DOT chose not to deal with	Apr 6, 2013 5:25 AM
119	Love the improvements in Spring Harbor where I live. Safe left turns and safety islands for pedestrians. Sidewalks too! 50 mph is too fast for in town driving and I wish there would be a crackdown on that. A sign explaining how sensored lights work would also be helpful---still see people making illegal left turns from Spring Harbor Dr through long red lights.	Apr 6, 2013 5:10 AM
120	More, better, cheaper mass transit	Apr 6, 2013 4:19 AM
121	There needs to be a single, continuous bike path along the university corridor that works effectively in both directions.	Apr 5, 2013 9:46 PM
122	Congestion at peak times is bad enough that bus schedules are being delayed as much as 30 minutes some nights. Especially down Charter St into University. But as a regular biker, I feel the Regent St intersection with Monroe is more in need of reconfiguration so that a biker/pedestrian doesn't have to cross four different roads coming from the bike path to get to campus.	Apr 5, 2013 8:40 PM
123	seperate bike lanes or paths for bikes would be good.	Apr 5, 2013 8:02 PM
124	One small modification that would help my route is to add a left-turn arrow from Univ Bay Drive to Univ Ave to turn east-and to route all pedestrians to cross on the west side of the crossing. This intersection is a regular bottleneck at most times of the week. I think it is critical to maintain the idea of Univ Ave/ E Wash/etc as thoroughfares to avoid neighborhood cut through. Maintaining easy access for vehicles to turn and join the commuting stream helps, and reduces	Apr 5, 2013 7:51 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	pedestrian/motor/neighborhood conflict. Another dangerous area is the Midvale/Univ crossing as cars are not at all aware of pedestrians-this is a hazard for middle-schoolers to get to school. The whole routing of bikes on Campus Drive is ridiculous and dangerous given the plentiful bike paths and routes that run parallel to Univ Ave.	
125	Crossing university Bay Drive on the current bicycle route is inconvenient and dangerous. Automobiles are often courteous and will let you cross but the recent widening now forces bicyclists and pedestrians to cross an extra lane and I have witnessed many near accidents.	Apr 5, 2013 6:40 PM
126	Traffic has increased greatly in recent years but I am not sure there is a solution, except to make left turns more feasible and ditto for pedestrian crossings.	Apr 5, 2013 4:10 PM
127	Provide more overhead signs to position traffic well in advance for (west to east): UW Clinic (left lane), UW Emergency Room (left lane), UW Hospital (right lane) and a THTOUGH LANE to Campus. Advance signage should minimize last minute lane changes and increase the traffic flow.	Apr 5, 2013 3:28 PM
128	Don't permit further large-scale commercial development (such as Target), because of increased traffic problems.	Apr 5, 2013 3:22 PM
129	Cross traffic turns should not be allowed at intersections except for those with stop lights/turn arrows. A pedestrian bridge is a must for safe passage across University Ave. between Midvale and Segoe. There should not be a bus stop on the corner of University and Midvale (on the soulth side of University Ave.--it is a huge hazard at that location. Thanks	Apr 5, 2013 2:40 PM
130	I checked the "major" modifications box above, but not all modifications need to be major. Many small modifications, as a group, may represent major modifications. Stop signs/children-at-play signs on side streets...green arrow-only left turn lights...a few crossing guards... Altogether, these things are not cheap, but will increase safety for pedestrians/bicyclists while not slowing traffic excessively.	Apr 5, 2013 1:58 PM
131	Here's another serious problem you don't seem to have mentioned above: Sometimes I walk home from downtown/campus along University Ave. There's no sidewalk! So for a bunch of the trip I essentially have to walk on the train tracks or something like that, which is a huge pain and sometimes even dangerous. Am I supposed to walk on the bike path or something?	Apr 5, 2013 1:06 PM
132	Longer turn signal to get into and out of Shorewood Hills neighborhood!	Apr 5, 2013 12:54 PM
133	Major pedestrian crossings from segoe to Farley as well those on Midvale b/w regent and university need to have greater setbacks for cars to stop, shark teeth paving, and signage at the appropriate places to protect and encourage bike led use and safety while maintaining traffic flow.	Apr 5, 2013 11:59 AM
134	Stop expanding UW Hospitals and related facilities.	Apr 5, 2013 11:53 AM
135	Major modifications are needed in mode of transportation. Forward thinking, air quality and quality of life would be greatly improved along this corridor and	Apr 5, 2013 11:44 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.		
	beyond by the introduction of driving disincentives and mass transit incentives (rapid bus, lightrail, ride-share, park-and-ride, etc). Thank you for your work.	
136	I commute to work by bike in the spring, summer, and fall. I often take Franklin up and over to Speedway and then down Glenway to the bike path. I've noticed that there is a lot of car traffic taking up the neighborhood street and many folks get aggressive at the 3 way stop and often speed off. I also notice this in my car as well when driving to work. There are many cars that don't stop and wait for pedestrians crossing near the cemetery, which is concerning with the high school being so close by. Trying to cross Speedway by foot or by bike is also very scary as the vehicles coming from the east are driving on an incline and often speeding. Cars from the west often turn onto Franklin, but don't allow space for the cars or pedestrians on Franklin and cut in too close for comfort. I've almost been hit by vehicles while in my car and on my bike because of the carelessness. Another issue is that when waiting to cross Speedway, the buses drive so close to the curb that you get scolded for waiting in the crosswalk as they get so close that they almost hit pedestrians waiting to cross over. Alleviating some of the congestion on University will hopefully fix some of these issues, but also creating a better way for pedestrians to safely travel near Franklin and Speedway will help as well.	Apr 5, 2013 11:39 AM
137	Cut-through traffic (volume & speed) is a HUGE concern in VOSH.	Apr 5, 2013 11:24 AM
138	NEED EAST WEST BIKE PATH ALONG THE CORRIDOR, AND NORTH SOUTH BIKE PATH CONNECTION TO SW COMMUTER PATH!	Apr 5, 2013 10:53 AM
139	Speed remains a big issue. Not safe for pedestrians or bikes	Apr 5, 2013 10:46 AM
140	For those who commute by bike, it is especially difficult to cross Old Middleton Road near EauClaire Ave to get on to the bike path. I would take my bike more often if that could be corrected.	Apr 5, 2013 10:36 AM
141	Most annoying for me is the traffic light at Midvale. If going east and wanting to turn north, the signal is green for only 3 seconds. The first car goes through on green the second on yellow, and the third on red. Often I wait for 2 or 3 light changes. At Ridge Rd. I often get a red light long after the car or pedestrian that prompted it is out of sight, and the red is much longer than 3 seconds.	Apr 5, 2013 10:17 AM
142	Traffic signals are not timed so one can safely cross University Ave. at may locations. (Midvale, Shorewood Blvd., UB Dr., Park St., etc.) Many more drivers are ignoring red lights and Ped/ bike signals. When driver is turning south from University Ave., on a red light, they are not stopping and checking that someone (Ped/Bike) is crossing into their lane. There are times of the day that it is difficult and dangerous to cross University ave.	Apr 5, 2013 8:48 AM
143	I used to commute daily by bicycle from Vilas Park to Middleton. The lack of connectivity between major bike paths is a serious limitation to the ability to commute by bike. The sidewalk improvements from Whitney Way to Middleton help greatly, but there is still a need for the bike connections mentioned in the survey. More bike commuters means less traffic congestion	Apr 5, 2013 8:45 AM
144	5. The use of side street parking for daily commuters is particularly bad on	Apr 5, 2013 8:34 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	Harvey St behind Whole Foods.	
145	A month ago, I nearly struck a bicyclist who crossed Highland Avenue on the bike path, traveling west, while I was in my car, traveling south towards the Univ. Ave. westbound on-ramp. I was in the right lane and couldn't see him because a bus next to me, in the left lane, obscured my vision of the bike path. I started to move when the light turned green, but was able to brake in time. Can a traffic light for the bike path be installed?	Apr 5, 2013 8:15 AM
146	Much of my driving on University Ave has to do with transporting children and errands. I do avoid rush hour when possible. When I cannot avoid it I just deal with it.	Apr 5, 2013 8:09 AM
147	Don't turn University Ave into a freeway. It's wide and fast enough already.	Apr 5, 2013 8:05 AM
148	The intersection at University Bay Drive and University Ave. requires a thoughtful overhaul. A pedestrian bridge may alleviate some of the issues- and it appears that the commercial lot (Scooter U) south of University may be available for that??	Apr 5, 2013 8:05 AM
149	The intersection that is of concern to me is Shorewood Blvd and University Ave.	Apr 5, 2013 8:04 AM
150	the offset at Univ. Ave at Shorewood Bldv is a problem for bicyclists and pedestrians crossing to Whole Foods (from the north). Drivers coming from the west don't realize they have to stop at the line, especially if they want to turn right. I've been close to getting hit there.	Apr 5, 2013 7:58 AM
151	My Family does not believe the rush hour is a problem - yet. People from bigger cities know what a rush hour really is.	Apr 5, 2013 7:42 AM
152	Pedestrian crossing at University Ave. and Midvale intersection is dangerous. Wish there could be a pedestrian bridge.	Apr 5, 2013 7:37 AM
153	I would like to see redevelopment and infill along University, from Farley to Midvale, up to 5 or 6 stories. But I am concerned about the impact on University Ave. congestion and neighborhood street function (especially Harvey St.). I'm hoping this study can identify strategies to manage transportation needs such that higher-density infill can be approved.	Apr 5, 2013 7:28 AM
154	My concern? 1) Pedestrians & bicycles that do not cross at controlled intersections. 2) Drivers that stubbornly insist on making left turns at uncontrolled intersections.	Apr 5, 2013 7:05 AM
155	There are too many MVC and motor vs pedestrian accidents and near accidents near intersection of University and Midvale. This is felt to be a combo of high volume traffic, confusing traffic signals (right turners from Midvale to University go same time as left turners from other side) and short traffic signals (only 15-20 sec to get across University on Midvale leading to innumerous people running yellow and red lights to avoid extra wait time).	Apr 5, 2013 7:00 AM
156	Modifications of neighborhood streets to make them less hospitable to cut through traffic are desirable. Also, turn outs for buses along the route like the	Apr 5, 2013 6:54 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	one by Highland so they don't impede traffic in the right lane.	
157	There should be a bike/ped pathway between University Bay Dr. through Shorewood Blvd. via the train tracks/pool area. I see many people trying to walk on University Ave. between the Shorewood Shopping Center and Marshall Ct. Very dangerous in my opinion.	Apr 5, 2013 6:44 AM
158	Would love to see continuous bike path from downtown to Middleton!	Apr 5, 2013 6:35 AM
159	better coordination of traffic lights would address many problems during peak times.	Apr 5, 2013 6:31 AM
160	Cut through traffic is having a strong negative impact on my neighborhood. It is not safe for my children to bike or walk to school because of commuters treating Lake Mendota Dr like a highway. The cut-through commuters would not tolerate such speeds in their residential neighborhoods. We need to expand University Avenue so that it meets the needs of our growing city and limit access to local streets. I support having Lake Mendota Dr. dead-end for cars at Blackhawk Country Club and become an additional bicycle boulevard.	Apr 5, 2013 5:18 AM
161	#1 priority: Need to provide incentives/disincentives to get people out of their cars and using alternative modes of transit. Light rail, free buses, connected and clear bike routes would help plan for future growth. This plan should NOT have as its #1 priority making auto transit easier. Strongly oppose options that make it easier and more enjoyable for a single-occupied commuter vehicles to enjoy a quick and cheap ride to work. The UW needs to do more to discourage employees from each driving their own cars due to ease of travel and relatively cheap parking. Let's do something innovative, exciting and looks to the future - especially dealing with the negative impacts of climate change. http://en.wikipedia.org/wiki/Hasselt	Apr 5, 2013 5:13 AM
162	Connecting the bike path near the VA to Shorewood Blvd should be a priority. The current route onto Marshall Ct. is problematic. With all the parking along the court, I as a bicyclist routinely get backed-into by cars pulling out of parking spots.	Apr 5, 2013 4:44 AM
163	Commuters using side streets to avoid University Avenue during rush hours speed and slide through stop signs in the Village. Of great concern is the worsening of air quality in the village. We need public (rail) transportation for commuters to work - a modern, rapid train from Black Earth to Sun Prairie (with stops at Hilldale, U. and Vet Hospitals, etc.)!	Apr 5, 2013 4:33 AM
164	More stop lites at intersections --may also slow down traffic speeds in addition to making turns easier.	Apr 5, 2013 3:56 AM
165	The recently installed islands on Old University are misplaced; right at bus stops. The bike lanes and parking on Old University, with all the markings on the road, make things very confusing and potentially dangerous. Everything seems to be geared toward bikes.	Apr 4, 2013 10:21 PM
166	More safe bike lanes on the west side please	Apr 4, 2013 9:45 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

167	Think major intersections (at Midvale and at Univ. Bay) there should be cameras for those who run red lights - a serious problem.	Apr 4, 2013 9:45 PM
168	As of today, small modifications are needed. However, with the addition of 7 new buildings at Univ. Ave. and Whitney Way & 2 new traffic lights slowing things down around Spring Harbor, major modifications may well be in order moving forward. Keep the development in check along this "neighborhood" corridor!!	Apr 4, 2013 9:20 PM
169	The pedestrian crossing across University at Shorewood Blvd is very dangerous, especially for children. The left turn signal should be available always, not just when pedestrians are absent.	Apr 4, 2013 9:18 PM
170	University Bay Drive and Campus Dr corridor during rush hours are my major concern so I try to avoid these. Widening of these corridors might help or overpasses at Univ/Univ Bay or somehow traffic signal changes might help. A bike path across Univ Bay for east-west traffic is needed but this might need to be overpass or tunnel.	Apr 4, 2013 9:05 PM
171	Keep up the good work. Appreciate the thoughtful multi-modal transit options available in Madison.	Apr 4, 2013 8:43 PM
172	Getting out of Shorewood via Univ Bay Drive to Univ Ave is slow because of the extra traffic as the hospital area has expanded. I was surprised that this was not anticipated when all the building there was planned.	Apr 4, 2013 8:34 PM
173	Question number 2 does not allow for multiple places of employment. I work in different locations on different days and take the bus to all of them. They are outside of the map area, Area D (West Madison/Middleton), and Area C (Greater Regent Neigborhood) area. I am also a daily pedestrian, and I find it difficult to cross University Ave., even at a traffic light due to the high speeds of cars, lack of attention to pedestrians, and turning vehicles. Walking on the side streets is a problem due to the high volume of traffic seeking to avoid the University Ave. congestion.	Apr 4, 2013 7:46 PM
174	Seriously worried about impact on commuter bikers once the apartment building behind the Xmas trees is completed!!! (Immediately west of VA). That is the only way to bike from the West and it will be insane!!!	Apr 4, 2013 7:44 PM
175	Let's hasten to get the bike path finished!	Apr 4, 2013 7:43 PM
176	NO ROUNDABOUTS PLEASE but full pull-over areas for buses and turn lanes would be helpful.	Apr 4, 2013 7:41 PM
177	Lots of cars are not yielding for pedestrians, in the University avenue and Shorewood Blvd.	Apr 4, 2013 7:35 PM
178	I don't get off the bus and shop because it's too hard to cross certain intersections as a pedestrian. I don't do bike/bus to work because of a few intersections. I "fly over" daily because it's too dangerous for non-cars to get through the few bottlenecks.	Apr 4, 2013 7:30 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

179	More needs to be done to make cycling safer along University Ave. In particular, the west-bound painted bicycle lanes along University are tremendously dangerous. It is just a matter of time before a cyclist is killed by a car or bus. Recommend expanding the east bound separated cycling lane and making it 2-directions -- both east and west bound. Further, the intersection of Campus Drive / University Ave / Babcock Dr is just a nightmare for cyclists.	Apr 4, 2013 7:24 PM
180	A continuous bike path is badly needed between University Bay Drive and Shorewood Blvd. Safety should be improved at the intersection between the bike path and Walnut Street. This crossing is very dangerous for bikers.	Apr 4, 2013 7:18 PM
181	Madison has a very short rush hour compared to other cities I've been in and, although it may grow in the future, at this point I don't think much is needed in the way of modifications	Apr 4, 2013 7:07 PM
182	It is dangerous for pedestrians to cross University Avenue from the SW corner to the NW corner of the University Avenue/Hill Street/Shorewood Boulevard intersection (using the designated crosswalk). They are very likely to go unseen by drivers turning left out of Hill Street, and if no one has been killed or injured yet, I would be surprised. I also believe that the intersection on University Avenue opposite Maple Terrace will prove a source of damage and injury unless some turning movement options are eliminated.	Apr 4, 2013 7:02 PM
183	Traffic is not too bad on the main University/Campus Drive given the volume of people moving. I am a firm believer that traffic within Shorewood should be kept at 25 - 20 MPH....I ALSO feel very STRONGLY that people on bikes should be given some rules of the road and ticketed/fined for not obeying them. They don't use lights, they don't give signals, they act like pedestrians when they feel like it and they act like cars when they feel like it. I am intimidated by the speed when I'm walking my dog and feel endangered at times by cyclists.	Apr 4, 2013 6:59 PM
184	Please reduce the need/ability of single occupant cars traveling on university instead of increasing the number of single user vehicles able to travel.	Apr 4, 2013 6:56 PM
185	Cut through of traffic into residential neighborhoods like Shorewood Hills is a major quality of life problem.	Apr 4, 2013 6:48 PM
186	speed and running red lights at all times of the day and evening	Apr 4, 2013 6:43 PM
187	Create a University Avenue ciclovía modeled after Bogotá, Columbia	Apr 4, 2013 6:42 PM
188	It is difficult to walk along University Avenue in the highlighted area. No through sidewalk on north side of street. I sometimes want to walk to and from campus or downtown by that route.	Apr 4, 2013 6:41 PM
189	I'm not the best person to provide an opinion. I am retired, and my main (almost daily) use of the corridor involves west/east travel between Shorewood Blvd and Segoe, at non-rush hour times.	Apr 4, 2013 6:40 PM
190	There needs to be a left turn arrow at light at UBd/university intersection in am due to hospital traffic. Hard to cross univ at shorewood blvd as ped due to cars not yielding to ped during walk signal.	Apr 4, 2013 6:39 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

191	Early in the morning when the lights are flashing red, it can be difficult to make a left turn from University Bay Dr on to University avenue. It would be preferable if there were a green light, even if only rarely.	Apr 4, 2013 6:35 PM
192	Left turn arrows into Shorewood off of University Avenue are too short and/or sensor driven. They should always be available regardless of cars at turn and average 8 seconds seconds rather 5 or less.	Apr 4, 2013 6:23 PM
193	University ave. corridor generates much noise as do the cars cutting through the village. These growth issues have dramatically changed the quality of life for many in the village	Apr 4, 2013 6:13 PM
194	Cut-through traffic related to the UW campus and UW hospital and clinic destinations seems to be increasing in numbers and duration for morning and afternoon commuters. Many of the cut-through travelers seem to be in a hurry and disregard the 20 mph speed limit on neighborhood streets (as well as the 25 mph limit along Locust Drive). As I approach full-time retirement I notice more and more vehicular disregard for the safety of pedestrians and bicyclists along the commuter street routes. I've also noticed this disregard for pedestrians taken by commuting bicyclists along the shared bicycle/pedestrian path through the Post Farm Park and the contiguous path at the west terminus of Locust Drive. And for a final consideration, I'm concerned about the traffic conflicts created by the drive-through banking area on the north side of the Credit Union as well as the driveway openings to parking lots along Rose Place. Let's hope too, that some thoughtful and intelligent planning takes place related to any north side vehicular access to the new developments replacing the Walnut Grove (FLAD) and Payare Square sites.	Apr 4, 2013 6:11 PM
195	I have lived for many years on a residential street used for commuting and cut through. I cannot say strongly enough how dangerous it has been for us, and in particular for our children, over the years, because drivers routinely speed. There have been countless times when cars have come too close, too fast, when we've been near the street especially when shoveling,, gardening, walking. These neighborhood streets were not designed for commuting. These are dense residential areas where people routinely walk, bike, shovel snow, etc....and should do so. I often wish that city transportation planners could be there while I'm shoveling or weeding...you would be amazed by how carelessly most people drive by. And pretty much everyone is speeding. And the stream of cars is heavy...some days I have long waits before I can back out of my driveway onto my street because of the volume of traffic in the morning. There have to be ways to make it harder and more inconvenient to use streets like ours.	Apr 4, 2013 5:57 PM
196	It is important to protect the Village of Shorewood Hills by limiting traffic to residents and friends to protect our children, elderly, walkers and runners.	Apr 4, 2013 5:56 PM
197	My Univ Av travel is mostly non-peak. I drive a bus for a retirement facility & travel from Target to Walgreens without significant difficulty.	Apr 4, 2013 5:54 PM
198	Traffic is really heavy only during rush hour times. We need to remember that the solution is not necessary for the entire 24 hour period.	Apr 4, 2013 5:37 PM
199	I do not find traffic to be a significant problem in this area. Only exception might	Apr 4, 2013 5:33 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	be a small window of time in late afternoon.	
200	I avoid congestion on U-Ave daily using U-Ave after rush hour or travel U-ave after nine PM. I also use free bus service ;Bus 80 on campus daily and leave the car/bike in the garage. I also drive in Shorewood to avoid tailgating which is a major risk problem on all streets in Madison. Off lanes on U-Ave helps, timing street lights also helps. Go slow and live. Finally there should be more web cams to help drivers slow down. Start issuing digital speeding tickets on U-ave/Shorewood to make people slow down and protect our children & avoid accidents.What justification is there to go 30-MPH in Shorewood and 60-MPH on U-Ave? Put up digital read out signs and let the drivers know they are speeding.	Apr 4, 2013 5:32 PM
201	The new section of University was never plowed to allow bikes in the bike lane this winter--completely useless if not plowed! Cars go way too fast down Old Middleton to be safe.	Apr 4, 2013 5:29 PM
202	My biggest concern is residents of University Houses and Eagle Heights using Oxford Blvd and Shorewood Blvd as a go-between, which results in increased car traffic on those streets.	Apr 4, 2013 5:20 PM
203	To decrease cut-through traffic in VOSH, limit ingress to the Village in the AM by installing a traffic control signal which admits no more than 3 vehicles per minute into VOSH (or a timed gate, etc)	Apr 4, 2013 5:19 PM
204	The traffic light at Shorewood Blvd lets three cars through frequently (more if they run the light), especially at morning commute. The walk light is totally frustrating and is backward for the east side pedestrians. The traffic light is red (for Shorewood) for people crossing N-S and turns just as they get to the lane cars are turning into. What gives there? Also, very frustrating, left turners are stopped at the light at Klinke's EVERY day, NO EXCEPTIONS. I agree that there needs to be a light at that intersection, but it is clear that nothing triggers it, it is automatic. At off hours, when I am a pedestrian at the same light, it takes virtually forever to turn!	Apr 4, 2013 5:11 PM
205	Univ. Ave was redone but no under/overpass for pedestrians. Better bike access; still too many commuters parking in Neighborhood; need solution to allow for city services on these streets, other than daily parking restrictions and residential permits.	Apr 4, 2013 4:57 PM
206	As far as Shorewood Hills goes, I am sick of the commuters that use all of the streets to cut over to Lake Mendota- this should be impossible for commuters, especially on smaller streets like Sumac.	Apr 4, 2013 4:57 PM
207	We need a left turn arrow from Shorewood Blvd. onto Univ. Ave. It is very hard to get out at all different kinds of times. Also a consistent arrow from Univ. Ave into Shorewood blvd. would help, as would police enforcement of the RED light at that intersection. It is run routinely and that is quite dangerous. Actually the runnning of red lights along this corridor is one of my major concerns.	Apr 4, 2013 4:31 PM
208	Pedestrian crossing is too dangerous. I have observed people in wheelchairs stranded mid light change, as well as parents with strollers. I do not allow my	Apr 4, 2013 4:28 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.		
	older children to cross at the light unaccompanied,because I have observed so many dangerous traffic, pedestrian interactions. My older parents consider this intersection to be a reason not to live in this neighborhood, as crossing the road to get public transportation is difficult I hope this can be remedied.	
209	Build a bridge for bikes and pedestrians over University ave. near Hilldale. Finish the bike corridor through Shorewood Hills to the UW bike path. LOwer University ave speed limit till people decide buses are preferable. Build a commuter lot in back of the old pieRSquared (sp) /McDonalds building . Engineer traffic in the village to slow down even more (so it won't be worth cutting through) Too much coffee bonus idea: Drop University Avenue from University bay drive to Midvale below street level. You get a great a world class walkable corridor/bike lane/green space neighborhood above, and fast traffic in and out of town. You connect neighborhoods and businesses on either side of University Ave. Property values go up. You get fast traffic in and out of town	Apr 4, 2013 4:25 PM
210	1.Eastbound on University Ave., it is often very difficult to make a left turn at Shorewood Blvd., because the green arrow doesn't operate at some of the high traffic times. This means one has to turn left after the light has changed. (See #2 below) 2. At both University Bay Drive and Shorewood Blvd., the incidence of cars on University Ave, going through the intersection after the light is red has increased greatly in the past few years. This is dangerous for pedestrians, bikes, and cars starting to cross the intersection or turning left off Univ. Ave. A major, publiczed, visible crackdown on this needs to be initiated..	Apr 4, 2013 4:23 PM
211	I think that the recent change to the Hill St./Shorewood Blvd./University Ave. intersection has been a big improvement. I find that some green lights could be longer (e.g., North/South at Midvale; left turns from Eastbound University to Walgreens/Copps and to Shorewood Blvd.). I try to avoid the nonsignaled intersections at rush hour.	Apr 4, 2013 4:20 PM
212	I think the university has to address access issues to new buildings and parking facilities. Thus far the university has relied upon existing village and city infrastructure which is inadequate for it's new development. I think they need to expand Walnut and Highland access to avoid cut through traffic.	Apr 4, 2013 4:18 PM
213	As I stated in an earlier question, I work in the Village of Shorewood Hills. I generally try to leave home much earlier than I need to in order to avoid a portion of the miserable congestion coming from downtown heading west on U Ave. on my way to work. That is the majority of my concern. I hate it. Thank you for hearing my rant. Alex Roznik Fire Inspector Village Of Shorewood Hills	Apr 4, 2013 4:14 PM
214	Regarding question 6, I have 3 or 4 routes that I can take to drive to work. At times I avoid the corrider during rush hour, at other times I do not.	Apr 4, 2013 3:56 PM
215	There are some great bike lanes / bike paths in some areas, but they lack continuity along University Avenue. It would be great to fix this issue.	Apr 4, 2013 3:49 PM
216	Improved timing of lights may help the issues significantly. The new light by U. Station seems completely irrational in it's operation and unnecessarily backs up traffic during busy time. Also, having a bus lane would reduce congestion - often the worst moments are when buses are stopping frequently to let people off, and	Apr 4, 2013 3:38 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	then those people try to cross during very busy times when traffic has backed up.	
217	The infrastructure is fine, it's the aggressive driving that is a concern. Police enforcement during peak times may modify this behavior	Apr 4, 2013 3:33 PM
218	Longer turning arrow time needed from EB Univ Ave onto Midvale (by Walgreens) and Shorewood Blvd. Longer pedestrian walk time across Univ Ave at Midvale and Whole Foods corner. People turning at Shorewood/Hill St often disregard pedestrians and have witnessed several near-miss hits of walkers.	Apr 4, 2013 3:33 PM
219	The traffic lights seem to be poorly coordinated. Often you might stop at every light between U Bay Dr and Segoe. I think this prompts drivers to run red lights.	Apr 4, 2013 3:33 PM
220	We need BRT or light rail in this corridor.	Apr 4, 2013 3:30 PM
221	Marshall court has become a cut through . We need paralllel parking, otherwise too dangerous to back out on Marshall ct.	Apr 4, 2013 3:25 PM
222	We need better more expansive rail transport that is convenient and hooked to bus routes	Apr 4, 2013 3:19 PM
223	Please add a full, continuous bike path!	Apr 4, 2013 3:14 PM
224	Would like to see increased access to UW and hospitals that does not require travel on University Bay Drive. E.g., possible to add additional accesses to/from UW off Campus Dr?	Apr 4, 2013 3:13 PM
225	Sidewalks needed next to Univ. Ave. on north side (from Shorewood Shopping Center all the way to U.Bay Dr.). Bus stop on north side of U.Ave (in front of Janet's Antiques) needs to be moved farther west so traffic doesn't block the intersection. Pedestrians crossing U.Ave at Shorewood Blvd. (on western-most cross walk) are in danger of being hit by cars turning west off of High St. I think a couple of pedestrian/bike overpasses along the corridor are needed. Bikers should be fined for "speeding"---they too often race through stop signs and past pedestrians, even on icy roads. U.Ave. and intersecting roads need to be totally plowed of snow to increase traffic flow. UW Hospital should have parking lot somewhere that employees can afford, and then use frequent shuttles to get the people to the hospital. QUIT BUILDING MORE BUSINESSES, EXPANDING THE HOSPITAL AND THE UNIVERSITY!!! THAT WILL CUT DOWN ON TRAFFIC! MADISON AND THE U. ARE BIG ENOUGH NOW! BIGGER IS NOT ALWAYS BETTER.	Apr 4, 2013 3:12 PM
226	Speeders and drivers running red lights area a major concern; also more than one car in intersections making left turns as light changes red.	Apr 4, 2013 3:11 PM
227	I don't know the difference between small modifications and major modifications. Traffic at the University Ave and University Bay Dr intersection can be awful. Would that required a small change or a major change?	Apr 4, 2013 3:09 PM
228	completion of east-west and south-north bike paths would help safety of cyclists	Apr 4, 2013 3:06 PM
229	Regarding an "already" congested corridor, first you allow developers to build	Apr 4, 2013 3:03 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	high density buildings, then you allow them to add a few more stories, then you allow them to build again, and again, and again. Along the way, you widen the roads, straighten out some of the curves (even build a by-pass) so the commuters can drive 10-15 mph faster along the way. Twenty-five years later (today) you ask us, the pedestrians, our children, the elderly the handicapped, cyclists, joggers and resident drivers for input in help solve the problem you created in the first place. This all should have been addressed "and" resolved long before the very first hole was dug into the ground along along this narrow corridor. I say, put all developers (including the UW) on notice that no more construction permits will be granted until "after" this "safety" issue is resolved. They will hollar and scream 'til kingdom come but, if you stay firm, they will come to the table with real dollars to make this fix happen, and a whole lot sooner than you think. Absent this approach, whatever solution you finally come up with will take years to be resolved "and" be short lived. Figure 12 to 18 months following the granting of another high density permit.	
230	A major problem has been the growth of businesses along the corridor that then require stop lights and wider intersections to allow traffic to enter or leave the corridor. The wider intersections and lights just make things worse, encouraging further strip development AND cut through traffic that can make use of the improved access to the corridor. Keep access to the corridor very limited. this should reduce cut-through traffic in neighborhoods and make it more attractive for traffic to take the main corridor.	Apr 4, 2013 2:59 PM
231	It would be nice if the bike path that starts at Linden Dr on Campus by the Vet school was continuous all the way to the end of the path at Old Middleton Rd. As it is now you have to do a bit of maneuvering to connect from one to the other. The Shorewood Hills swimming pool path is ok but very small. Transitioning from the Campus Drive path to marshall Court to get onto the swimming pool path is can be tricky going either way in heavy traffic. I also hate hate (two hates added for emphasis) the intersection of the Campus drive path and Highland Ave. There is no indication when you have a right of way, which I think in actuality you never do. Something needs to be done about that spot. One other path I use and like is the connection from Highland Ave at Parking lot 66 to University Bay drive but it is in a sorry state and needs some work. It would be great if it was stripped and also had room on the side so walkers and others would be out of the way of cyclists.	Apr 4, 2013 2:48 PM
232	I do not travel this daily since I use Monroe/Regent corridor to cross the Isthmus either by bike or personal vehicle. When I do have to travel the corridor of study I find it stress-full (both by car and bike).	Apr 4, 2013 2:48 PM
233	Turning left onto Shorewood Hills streets at Midvale and Shorewood Blvd is inconsistent. Drivers also seem to be running VERY STALE yellow lights! (Practically red) This may be due to speeding, but worth a study. I have seen someone almost hit by a car turning left from Hill St onto Univ. Ave. As a driver, there is a big improvement getting into Shorewood Blvd. from Hill St. (Coming home from Whole Foods)	Apr 4, 2013 2:44 PM
234	I NEVER use corridor during rush hour and cannot comment on those needs. Off rush hour it is not too back and new left turns are great!	Apr 4, 2013 2:43 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

235	Major modifications are grossly needed for Marshall Ct. There are too many people who use it daily to ignore the problems. Difficulty turning both dorectgions from Marshall Ct. to University Bay Dr. Parking/congestion. There is more pedestrian/bicycle traffic here that in many other places in the city. The railroad is functional, meaning it has a great effect on pedestrian and car traffic. The retail affects parking and car congestion. There is only 1.5 ways out of Marshall Ct. (L or R on UBD, right on University). The speed limit is 20 MPH, and most people push that. The stop sign facing south coming in from University Ave. is often times ignored. There is no continuous sidewalk, meaning pedestrians must walk in street. The current construction limits traffic mobility even firther. Thanks.	Apr 4, 2013 2:41 PM
236	The west pedestrian walkway at the intersection at U. Ave. and Shorewood Blvd is extremely hazardous with cars coming from Hill St and turning left onto U. Ave without due regard for pedestrians or people walking their bikes.	Apr 4, 2013 2:38 PM
237	Restrict truck trafffic to those that must use University to access local destinations. Institute a charge system for using University during rush hours (a ls Singapore). Please ask or require the railroad not to park train cars on the tracks betwen University Ave and the campus (bad visual polution).	Apr 4, 2013 2:36 PM
238	About bicycle access on University: the path that a bike takes when they are going west on University and want to get to Old University requires crossing two lanes of fast-flowing, through motor traffic, moving in the same direction. I don't know if there is a good way to solve this. The western bike path that goes past the hospitals needs a better trail connection between University Bay and Marshall Ct, hopefully very close to the railroad ROW. It is pretty treacherous trying to bike Marshall Ct. with all the parking and moving cars about.	Apr 4, 2013 2:32 PM
239	Noise pollution of the major road University ave. is also much worse especially in the summer with open windows.	Apr 4, 2013 2:31 PM
240	Improve public transportation	Apr 4, 2013 2:30 PM
241	An individual bike path or 2-lane path alongside Campus Drive would be a beautiful thing. Separated by a concrete median, like on University Ave., but with 2-way lanes, and possibly a thicker/taller median.	Apr 4, 2013 2:28 PM
242	To quote an old Texas phrase, you can't put ten pounds of shit in a five pound sack. Or turn a sow's ear into a silk purse. There is simply too much traffic, and increasing sprawl will increase traffic. Reducing development is the only chance of reducing some of the traffic problems on University Avenue	Apr 4, 2013 2:27 PM
243	We've made good progress in sidewalks around the school and on Columbia and Oxford, but there are still school routes without them. Also, Columbia's sidewalk doesn't connect with U. Bay. Thanks for asking us.	Apr 4, 2013 2:27 PM
244	light sequences for weekday also seem to operate on weekend when traffic flow is different. Traveling from west to east it can be a long wait to turn onto Shorewood Blvd or into Copps shopping area.	Apr 4, 2013 2:26 PM
245	Make this a complete street, with BRT and segregated/separated bike lanes (e.g. a curb, rail, or other obstacle between car lanes and bike lanes), slower	Apr 4, 2013 2:24 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	speed, and pedestrian improvements (e.g. wider sidewalks, safer ways to cross Univ. Ave. etc.). The intersection at Univ & Shorewood Blvd/Ridge St. is EXTREMELY dangerous for pedestrians due to left turning cars driving through the intersection WHILE pedestrians are in the crosswalks.	
246	1. I would like to see an air quality study made in this area due to motor vehicle exhaust and bacterial/virus content due to air exchange by the hospitals. 2. I observed that cars drop off hospital workers on University Bay Dr. Then the cars make a circle by traveling to Colgate, turning left onto Colgate, then left onto Yale, then left to Harvard and right to University Bay Dr. Or, a right from Yale to Harvard, left to Shorewood Blvd and right onto University. 3. Most cars ignore the STOP sign at Yale and Harvard. 4. On occasions drivers also ignore the NO PARKING sign on Yale, between Colgate and Harvard.	Apr 4, 2013 2:23 PM
247	A major source of congestion at rush hour stems from UW Hospital staff, etc. Improving U-Ave traffic flow for accessing vehicles, including rush hour turning lane times, constructing a pedestrian/biking bridge for north-south crossing at University Bay Drive, would promote bike commuting, improve safety and decrease congestion.	Apr 4, 2013 2:22 PM
248	Few options to traffic volumn - speed limit should be reduced from VA Hospital exit to Allen Blvd.	Apr 4, 2013 2:22 PM
249	Madison is an easy city to get around in. Not every street can be a cul-de-sac.	Apr 4, 2013 2:17 PM
250	Building for more cars just means more cars will come. I am not sure about the new residence on Marshall Court: so many cars there already. We need to make this safe for bikers and walkers, rather than making it easier for cars to go faster and faster.	Apr 4, 2013 2:16 PM
251	The intersection at University Avenue and Hill St/Shorewood Blvd is a nightmare for pedestrians. Vehicles rarely yield to pedestrian right of way, and are often traveling very fast. There are several people in my neighborhood, including my wife, who have nearly been struck by cars here while crossing the street with the walk sign. Pleas Address this issue!! Thanks!	Apr 4, 2013 2:13 PM
252	Don't by driven by NIMBY attitudes. Every car that get's directed away from somebody's street is going to end up on somebody else's street. Point two: if you make bigger roads, you'll get more cars, not less congestion. We know this from experience.	Apr 4, 2013 2:12 PM
253	I would use a rail system instead of a car to commute most days if one were built and to travel to campus or downtown if one were built.	Apr 4, 2013 2:11 PM
254	Our focus should be on providing real options to travel by motorized vehicle. That means bikes, our own two feet, and motor vehicles. But I feel the first two have been neglected in favor of the third for far too long.	Apr 4, 2013 2:10 PM
255	An underpass for bicycles at the intersection of Monroe and Regent would make sense.	Apr 4, 2013 2:10 PM
256	We need more public parking on Maershall Crt.	Apr 4, 2013 2:09 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

257	University Avenue handles a tremendous amount of traffic fairly well.	Apr 4, 2013 2:07 PM
258	I moved to Middleton from Chicago in June 2012. Based on what I'm used to, the current traffic levels do not seem like a major issue to me, but I could see it becoming a issue later down the line. I was a little shocked two large business were allowed to be built adjacent to each other just west of Whitney Way on University. That should be a train-wreck at rush hour.	Apr 4, 2013 2:07 PM
259	Cars turning on red lights and running through intersections after the light has changed is a BIG problem. It is hard to turn from the farther lane without arrows.	Apr 4, 2013 2:05 PM
260	More connections of the bike path on the N side of university to Segoe are needed...a better way for bikers and peds to connect to westmoreland/monroe/research park from shorewood without dealing with traffic on midvale.	Apr 4, 2013 2:05 PM
261	Thanks for doing this survey	Apr 4, 2013 2:05 PM
262	I recently retired, so work commute is not an issue. I mainly use the University corridor for errands and events such as Overture Center. I think bike path modification needs might be fairly modest. Dealing with the auto congestion would probably require major changes.	Apr 4, 2013 2:05 PM
263	Enforcing the posted speed limits and ticketing the running of red lights should be a priority. Auto driver behavior can be reckless, particularly during rush hour. Shorewood Blvd and University Avenue intersection is a good example of a dangerous major intersection, and I rarely see the police.	Apr 4, 2013 2:05 PM
264	I am routinely surprised at how well auto traffic moves on University Avenue during rush hour traffic, and (now that construction is done!) I do not try to avoid it. As a driver, I find the most difficult issue is around campus, given the number of pedestrians in that area. As a pedestrian, I find the area to be quite pedestrian friendly. I have the most difficulties as a biker, specifically when turning left.	Apr 4, 2013 2:05 PM
265	Biggest problem are Midvale/University intersection lights. Horrible to right turn east onto U from Midvale at times; ditto for left turn into Shorewood (Copps & Walgreens) from E bound U; Really bad to get across U N/S on Midvale either way. Light is WAY TOO SHORT! Usually only 1 or 2 cars can go through it. If you ignore the yellow & the cars ahead of you quit texting & get moving a third car can get through maybe without getting honked at. Thank you for asking & the oppty for input!	Apr 4, 2013 2:04 PM
266	Please complete the commuter bike path where there is a gap (between Shorewood and Bay Drive) so that cyclists don't have to cycle on University Ave. Motorists speed and don't give cyclists the room they need for a safe commute.	Apr 4, 2013 2:03 PM
267	We desperately need a means to slow or halt commuter traffic through the village (mainly Oxford Rd). Perhaps make Oxford one way (against commuters)? They regularly ignore traffic rules (especially speed). I live on Oxford/4 corners and watch them each day. Also, a bicycle path that avoids the pool (along RR tracks?) and that connects from the pool to the U Bay Drive/VA Hospital bike path is needed. Walking or biking down Marshall Ct can be	Apr 4, 2013 2:03 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	suicidal.Also, an isolated bike path west paralleling Locust Dr and connecting to other bike paths west is needed. Thanks for the opportunity to make our comments heard.	
268	Everything is compared to what? Compared to Milwaukee/Chicago driving U. Ave. presents minor challenges. Possibly increased law enforcement would be a good first place to start. Also, a part of the rush hour congestion is due to several buses operating in tandem, at several places along the Avenue. Thorough training of the bus drivers about not contributing to congestion might be a good use of resources. Possibly the bus schedules could be studied by a traffic-control-expert with an eye to stopping bumper to bumper buses.	Apr 4, 2013 2:02 PM
269	I have to make a left run on Univ Av at the Midvale intersection (by Walgreen's) every day to return home and the stop lights are too short to allow more than 1 or 2 cars to make a left turnm, and even so the green light for a left turn is only every other cycle. Need it for a few seconds longer and at every cycle to allow more cars to make a left turn. I don't want to cut thorugh residential areas to get into Shorewood Hills.	Apr 4, 2013 2:00 PM
270	The bike corridor is almost complete. Shorewood Hills is moving in the right direction, but it needs to connect the great trail that extends to the East and West. More bikes, means less cars.	Apr 4, 2013 1:59 PM
271	Very frustrating to try to turn left, also to be a pedestrian. Maybe add ped./bike bridges? More stop lights? Slower speed limits?	Apr 4, 2013 1:58 PM
272	This survey addresses many relevant concerns related to living in this neighborhood. I want to highlight that my primary concern is related to safely crossing University Ave, even at crosswalks with signals. I gave up crossing at non-signal crosswalks after about a year (this is impossible during heavy traffic times; cars do NOT stop for pedestrians) and spend extra time to walk to a signal - however, even there cars rarely if ever yield and I have been nearly hit many times at the crossing near Blackhawk and University Ave.	Apr 4, 2013 1:58 PM
273	Regarding Question #4, I recently, until I retired, traveled the corridor twice a day every day. Things like left hand turns are difficult, but common sense says don't attempt these things during busy times. Approach from the other direction or use a signalized intersection. I live on Lake Mendota Drive and feel traffic there is not a problem now but more should not be encouraged by discouraging traffic on University Ave.	Apr 4, 2013 1:54 PM
274	I dislike how much traffic seems to cut through behind the UW credit union to access University ave E and W bound. Cars often drive too fast along that corridor and roll through the stop sign. There is a great deal of pedestrian and bike traffic as that is where the bike path joins the road and there are also a lot of children on my block of Burbank. There should be no through-way possible there to avoid the non-neighborhood traffic and keep it a dead end, particularly if/when the apartment building is built in that area.	Apr 4, 2013 1:53 PM
275	A better center turn lane and better coordinated lights would help with left turns onto Univ. Ave from the neighborhoods. I generally opt to use the intersections with traffic lights to make left turns onto Univ Ave. If the bike lanes were	Apr 4, 2013 1:52 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.		
	connected better, I would use them.	
276	The walk light from University Bay Drive across University Ave. is extremely short--barely enough time for a pedestrian or bike to cross. There is also too much traffic coming up highland towards University Ave. so it is difficult for Shorewood residents to leave or enter Shorewood there (by the First University Society).	Apr 4, 2013 1:49 PM
277	I cannot answer question 2 because my work takes me to different spots in the city, and sometimes I work at home, in Shorewood. But given the shape of Madison, and its growth, some congestion on U. Ave. at rush hours is inevitable and part of the urban experience. I avoid it when I can, and deal with it when I must. My concern, as a resident of LMD, is how many people use my street as a thoroughfare between campus and the west side. Because everyone is always in a hurry we suffer with not only increased traffic volume, but also increased speeds. The electronic speed signs almost NEVER show 20 or even 25 MPH, despite what Village officials say. 27-35 mph is the usual speed. This is dangerous because residents walk and bicycle; I've been nearly run down walking my dog countless times. People who do not live and pay taxes in Shorewood should learn to deal with conditions on U. Ave. instead of using LMD as their alternative route; LMD should have more stop signs, speed humps and bump-outs to discourage this kind of thoroughfare use inside the neighborhood.	Apr 4, 2013 1:47 PM
278	we need public transportation for the University Ave. problem nancy heiden	Apr 4, 2013 1:45 PM
279	My major concern is the use of Shorewood Village neighborhood street to avoid congestion on University Avenue. This is a major problem for people--like me--who live on Lake Mendota Dr. Speed bumps on Lake Mendota Dr. seem appropriate and economic to me.	Apr 4, 2013 1:45 PM
280	Increase connectivity for bicycling!	Apr 4, 2013 1:44 PM
281	You did not mention safety concerns that Pedestrians have when walking along University Avenue. I walk to work frequently and am worried that cars turning onto or off of University Avenue will hit me.	Apr 4, 2013 1:44 PM
282	After work I'm happy to turn into the neighborhood and not have to continue the crawl westward. Crossing University as a pedestrian is very chancy during heavy traffic times.	Apr 4, 2013 1:44 PM
283	It is sometimes difficult to turn right from Campus Drive onto University Bay.	Apr 4, 2013 1:44 PM
284	I would ride my bike more often if there was a bike path along the major commuter route of County M and Allen Boulevard in Middleton.	Apr 4, 2013 1:43 PM
285	With respect to #7, I don't think modifcations will assist except in the form of pedistrian relief which can only be done safely and effectively with pedestrian overpasses	Apr 4, 2013 1:43 PM
286	An East-West bike corridor along the railroad between University Bay Drive Ave. and the north-south section of Marshall Ct. is urgently needed. Currently bike traffic must take the east-west section of Marshall Ct. and turn onto U. Bay Dr.,	Apr 4, 2013 1:42 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	dangerously invisible to the fast-moving traffic coming over the crest of the hill just to the north. My wife, our kids and I have had several near-misses at this intersection. Most cyclists prefer to stay alive and instead travel via the Doctor's Park parking lot which provides a direct, safe connection to the bike path, where vehicles are already slowing or stopping for the intersection and are much more aware of bike traffic.	
287	Lights on the Cap trail bike path would be awesome.	Apr 4, 2013 1:40 PM
288	I live in Edgehill drive, which already has traffic from Eagle heights. The traffic has increased and cars are speeding up in a continuous basis. It is a danger for kids! We need to either put bumps or something else to slow down the traffic!! Plus we are paying for the traffic that comes from Madison, not from the Village.	Apr 4, 2013 1:39 PM
289	speed of traffic in proximity of walkers, bikers, bus takers and children. Seems high risk.	Apr 4, 2013 1:39 PM
290	Need to work to keep traffic ON University Ave and out of adjacent neighborhoods--the bus side lanes have helped tremendously (please put some on east bound roads) as have the left turn lanes. UW has grown to big for the surrounding roads--they need to be responsible for part of the solution..	Apr 4, 2013 1:39 PM
291	Please do something to connect bike paths leading into Shorewood Hills. Their system is a mess and I hate riding with cars. Why can't we continue the path along the tracks (thru Shorewood) similar to south campus? Put a pedestrain/bike bridges west of Midvale and east of Farley	Apr 4, 2013 1:38 PM
292	A continuous bike path, whether just in signage or in routing, would make the corridor easier to travel than the piecemeal setup that exists today.	Apr 4, 2013 1:38 PM
293	As a resident the commuter traffic thru the village is becoming a major issue because of volume and there is little regard for the speed or stop signs.	Apr 4, 2013 1:37 PM
294	Generally my commute is pretty safe and reliable as a bike commuter. But, my route from Regent & Whitney to downtown has two areas of concern: 1) The intersection at Eau Claire and Sheboygan where the bike path begins is problematic and dangerous. It takes a long time to cross and cars move very quickly there. 2) There is no good connection between the bike path connected from Purdue street to the campus drive path. Currently I bike on Marshall Ct and take a right onto university bay to hit the path, but the traffic at university bay and the number of cars parking and backing out of parking means it is somewhat dangerous. Thank you	Apr 4, 2013 1:37 PM
295	Congestion at the intersection of Campus Drive, University Bay Drive, University Avenue and Farley Street must be dealt with in some way by intersection modifications. People stopping on the railroad tracks at Marshall Ct/University Avenue is a major safety issue!	Apr 4, 2013 1:37 PM
296	Bike Path Connector between U-Bay and Shorewood would be my highest priority.	Apr 4, 2013 1:36 PM
297	Crossing University as a pedestrian at corner of Hill Street and University (by	Apr 4, 2013 1:35 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	Whole Foods) is treacherous. Cars that are turning onto University from side-streets almost never yield to pedestrians, even with a baby stroller or small kids holding hands when peds. have the right of way. It's a really dangerous intersection for the many school children walking to Shorewood and families walking to and from the Shorewood pool.	
298	My greatest concern of all is the traffic on Monroe Street. All the drivers exceed the speed limit, they change lanes aggressively and in the intersections if a car in front of them is turning left, and hardly any cars yield for pedestrians crossing the street. Please consider adding traffic lights at Knickerbocker and Harrison Street to slow down the traffic, or consider a center turn lane/one traffic lane each way/bike lane in each direction like what is planned for Sherman Avenue..	Apr 4, 2013 1:34 PM
299	A perfect corridor for a light rail system. Need safe crossings for peds and bikes. Traveling south across Univ Ave onto Midvale, light is not long enough for a bike to get through.	Apr 4, 2013 1:23 PM
300	It is dangerous to cross north to south on the western crosswalk at the university ave/hill/shorewood blvd intersection. The pedestrian needs the traffic held longer so they can enter the intersection before cars turning west from hill approach. Have almost been hit many times there!!!!	Apr 4, 2013 1:16 PM
301	BIKE LANES!!!	Apr 4, 2013 1:10 PM
302	prioritize pedestrian/bicycle safety	Apr 4, 2013 1:06 PM
303	Its frustrating that their is no good/quick way to get through the isthmus by bike. Especially if travelling from the northside.	Apr 4, 2013 1:01 PM
304	All I care about is bicycles.	Apr 4, 2013 12:49 PM
305	I do not know why there are so many pedestrian crossings. If we want people to take them seriously, they need to be: A)Reasonably spaced. B) WELL PAINTED!! and C) With clear signage as to what they are, and what the fines are. Pedestrians as well as drivers need to be reasonable about how much in a hurry they are in, and sometimes people are just trying to "make a point" that they are in the right. Politeness goes a long way, and I believe people need to allow more time to travel by any method they use.	Apr 4, 2013 12:37 PM
306	I avoid this area when possible due to the limited (ie, NO) bike access. The fact that there is no easy bike-access between the University and Hilldale Mall or Whole Foods means that I often just avoid those places unless I'm meeting friends there. It's sad that one of 2 out of Madison's 3 shopping malls aren't accessible by bike (West Towne being the other).	Apr 4, 2013 12:36 PM
307	Weekdays around 5pm, University Avenue and Campus drive are 1) very congested with car and bus traffic, 2) when not backed-up, traffic speeds are very dangerous for bicyclists and 3) neither have good bike lanes. When I ride my bike, I work to avoid these roads by taking neighborhood streets through Shorewood and around UBay fields to the lakeshore bike path. Improved bike lanes on Old Middleton Road would be a wonderful improvement, as lanes are very narrow (particularly near Konoche's and the Oakcrest Tavern) -- this area is	Apr 4, 2013 11:57 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.		
	very narrow and congested and can be dangerous.	
308	1. There must be a better way for bikes between Shorewood Hills & the Campus Dr path. 2. Dangerous crossing for bikes at Highland/Campus Dr path 3. Poor condition of Campus Dr path near WVDL	Apr 4, 2013 11:50 AM
309	Need to improve bicycle and pedestrian safety at Farley and University.	Apr 4, 2013 11:44 AM
310	Questions 6 and 7 aren't well worded. On 6, I drive it in rush hour just like any other time. It's not that big a deal. On 7, we don't need modifications to move more cars, but we do need to improve safety for for those trying to get through the area on foot or bike.	Apr 4, 2013 11:43 AM
311	University ave is a perfect place for high volumes of car traffic and it should not be diverted to other corridors. Univ. ave and Campus drive do need continued improvements for bicycles and pedestrians to move safely to all stores and destinations on and around this area. A big road like this requires more safety for vulnerable road users.	Apr 4, 2013 11:35 AM
312	Concentration should be on improving paths for bicycles with encouragement for others to get out of their cars	Apr 4, 2013 11:20 AM
313	The major issues to me are improving alternatives to driving alone during peak times. Trying to reduce congestion is a losing battle. Just give people better choices to walk/bike/bus safer and faster, and let people that chose to drive deal with their choices. Take away a lane of through traffic and give it to BRT. Reduce speed on Univ Ave west of Farley. 35 is too fast.	Apr 4, 2013 11:19 AM
314	Bike lanes on University Ave between Whitney Way and Campus are of dubious use for MOST bikers. Focus should be on providing and MAINTAINING year round East-West corridors on both sides of University (ie improve Campus through Shorewood connection by completing sections and eliminating jogs/bends; Kendal/Bluff need to be maintained, Bluff St is almost unbikeable and unsafe due to surface conditions and cut through traffic.)	Apr 4, 2013 11:17 AM
315	I work on Old University Ave and can be a pain to cross the street almost any time of day. When there is traffic there is rarely a break. This is probably good for motor vehicle flow though, and at least there's a light at Breeze Terrace where I can cross. Maybe Madison Metro can add more frequent buses or another route through this area to alleviate congestion; whenever I've taken the bus through this corridor it's packed (commuter hours and mid-day). My impression is that a lot of this traffic is from the UW hospital--if so, maybe need to work with hospital staff to encourage/set up more carpooling.	Apr 4, 2013 11:16 AM
316	Sometimes I go to hilldale on the way home and it's a pain to figure out how to get back downtown on a bike.. too many winding streets or risk traffic.	Apr 4, 2013 11:06 AM
317	The modifications needed in #7 are mostly a need to provide real north-south pedestrian safety between Shorewood Blvd and Midvale. Also, the inclination on the part of Shorewood Hills to periodically harass bicyclists on the road behind the Credit Union just adds to the factors weighing against bike travel. And, as in any of our faster intersections, we need to start ticketing red light	Apr 4, 2013 11:04 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.		
	runners at Shorewood and University.	
318	First, the repaving done the last two years is wonderful and badly needed. Second, it would be great if the students actually waiting to cross the street with the cross lights vs. darting across all the time, when they shouldn't!!! My biggest issue is that.	Apr 4, 2013 10:31 AM
319	My neighborhood is used frequently by people who are trying to avoid U. Ave. This is causing pressure for pedestrian improvements (sidewalks)which would result in the loss of my 250 year old oak, and others in the neighborhood. I consider this particular solution completely unacceptable, and I support any creative pedestrian improvements that DO NOT involve the installation of sidewalks (1-way streets, "walking zones", restricting access to/from University, etc - anything but destroying the trees which are an important part of our neighborhood).	Apr 4, 2013 10:20 AM
320	I lived in Milwaukee for years. the rush hour congestion is not that bad for autos. more problems for bikes and pedestrians	Apr 4, 2013 9:31 AM
321	The congestion is really only during rush hours so people just need to be patient. It would be nice to have the bike connections more clearly marked. There definitely is a disconnect issues in the two areas listed above.	Apr 4, 2013 8:29 AM
322	As development increases the traffic in/out from Old Sauk Road will continue to increase. It is not cost effective to modify except for bikes and pads.	Apr 4, 2013 8:26 AM
323	The Midvale intersection is the worst part. Long waits in every direction; that stretch is made worse by too many people constantly lane jumping.	Apr 4, 2013 8:26 AM
324	I live in Midvale Heights. North-South bus route to UW Hospital campus. I have access to free bus rides, but would have to back track to West Transfer Point to get bus to University Ave or U Bay Drive. So I bike half the year, drive in the winter.	Apr 4, 2013 7:25 AM
325	The "modifications" I would advocate are those that would reduce auto traffic and increase bicycle traffic and public transportation. Dedicated bus lanes, more buses, more bicycle path connectivity. In the future, perhaps commuter rail, street cars, etc.	Apr 4, 2013 7:11 AM
326	Major changes that require substantial acquisition of property are not needed, and would be detrimental to the area if implemented. Instead, it is better to make a series of smaller improvements that facilitate walking, redevelopment, and use of transit/bikes.	Apr 4, 2013 6:47 AM
327	Because I retired last June, I am not as affected by the corridor as I used to be, and I used to try to time my departure from work to be ahead of or after the greatest congestion. My concerns now revolve around missing bicycle connections.	Apr 4, 2013 6:41 AM
328	Four-lane (2-lanes each way) was great! Kept traffic moving a lot better. Lane shifting is nuts! Eliminate the zig-zagging from inside to outside lanes, etc.-- and narrow the bike lanes to about 1/4 or the width it now is on campus drive-- very	Apr 4, 2013 6:40 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	confusing -- people don't know if they should be driving in that lane at all, so all get into the one-traffic lane and it takes forever to get down to Breese Terrace area, or heading back out to Campus Drive/Univ Ave.	
329	Please finish the bike paths , concentrate traffic on Univ Av-Campus Dr. Get more drivers into buses...	Apr 4, 2013 5:56 AM
330	The intersection of Old Middleton Avenue and Countryside Lane is dangerous for those of us on Countryside Lane. We need a caution sign and the brush needs to be cut back on a regular basis!	Apr 4, 2013 5:19 AM
331	A commuter rail would certainly help ALL of the issues.	Apr 4, 2013 3:57 AM
332	#7: depending on what modifications are decided upon--it would be too bad if the whole area were torn up and unusable by almost anybody...	Apr 3, 2013 11:27 PM
333	Surface has to be improved on Lake Mendota Dr. block 5000 Merrill Springs Rd (intersction with Risser)	Apr 3, 2013 10:39 PM
334	The eastern intersection of Campus Dr. & Univ.Ave. was made worse by the recent reconstruction. The curve is too sharp, the lanes too narrow and the traffic too fast. Drivers do not, and some trucks and busses cannot, stay in their lanes and it is frequently a frightening experience to go thru there.	Apr 3, 2013 10:10 PM
335	I wish there were more choices in the avoid/don't avoid univ ave question. I avoid it unless I am commuting to or from work. For optional activities I try to do errands at other times. I am lucky to have a reverse commute--mostly against traffic. However, Middleton is getting more and more built up. The notion of a reverse commute is going to become quaint some time in the future.	Apr 3, 2013 9:56 PM
336	Off street bike paths, especially the missing part identified in the survey (question 5), would be most important to me. Thank you for asking.	Apr 3, 2013 8:41 PM
337	I haven't really studied this - by good fortune I do not need to cross University Ave to get to work. However when I need to and when it is crowded, or when I want to bike somewhere then it is troublesome. So modifications would be great - need to see proposals to weigh in on whether small or major (or somewhere in between) modifications would be needed to mitigate. Driving itself isn't too bad except rush hours but for cyclists & pedestrians it's pretty unfriendly. And crossing is a problem for everyone, and most of the time.	Apr 3, 2013 8:23 PM
338	With increasing population, additions of high density housing and workplace nodes, and chronic air quality impairments, Madison needs to stop stuffing more and more cars and diesel buses through the Campus Drive/Isthmus choke point. It's time for rail transit and a system of neighborhood circulator busses buses to shuttle commuters to the nearest rail stop. Park-and-Train lots or ramps can be built in Middleton, East Madison and SUn Prairie for rail commuters. Cars and diesel busses are harming children's health and impairing the health of adults. This problem can be greatly reduced with strict reductions and limitations on the number of commuter parking spaces in the study area, with people making use of electronic communications to organize ride sharing on a massive scale. Commuter traffic could be cut by 30% to 50% below current levels with no cost	Apr 3, 2013 8:15 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	whatsoever. I organized a summer job ride-share group when I was 17, using a rotary phone. Surely Madison's highly educated and connected workforce can match that with smart phones, GPS, GIS and social media. Spending millions to make it possible to cram more cars trough intersections is only going to worsen the overall problems of congestion, delay and health damage to air-breathing mammals.	
339	My wife and I also bike in along Lake Mendota Drive, when weather permits.	Apr 3, 2013 8:10 PM
340	The new UA corridor has some really stupid features! The U-turn lane E-bnd near Laurel Crest should be AT LC! At its present location, it is worse than useless; IT IS A HAZARD! It is just far enough below the crest of the hill that it is BLIND, especially in the winter with snow banked up in the median. It is an invitation to a T-bone. It needs to be moved east to LC! Having only one fully functional, unsloped entry to eastbound onto UA (Spring Harbor Dr.) is totally inadequate for this neighborhood. Capitol Ave. and Blackhawk Dr. are difficult to use on slippery winter mornings and SHD goes right by a school during class rush. Who thought this was a good idea? The smaller roads like Laurel Crest can be very useful getting onto UA when other entries are distressed. Please reopen LC to UA access! The flashing yellow arrow at Capitol Ave turning left off of UA is useless. There needs to be a GREEN turn arrow sequence. Flashing yellow arrows are a flawed concept; it teaches drivers to ignore yellow lights in general and to take chances crossing oncoming traffic. Boneheaded. Many of the man-hole covers on the new UA are not smooth enough. They cause drivers to swerve to avoid unreasonable bumps. A new road should be better. In general, I deplore the restriction of the traffic grid into arterial only flow. This reduces the flexibility of the matrix and makes it much more vulnerable to disruption by accidents/catastrophes, etc.	Apr 3, 2013 7:45 PM
341	Sidewalks on Ridge MUST accompany ped crossing to the north, University Station. Bike Path east of Shorewood Blvd is also a must have.	Apr 3, 2013 7:41 PM
342	Crossing University to west campus from Randall, Breese as cyclist or pedestrian is unsafe. There are many people getting off of the bus at these stops as well. The bus stops and pedestrian crossing at University to Union South and WID at Randall is EXTREMELY poorly designed. There should be a bus stop there at Randall, and it was taken out when WID was built. This doesn't make sense - Union South was supposed to be multi-modal.	Apr 3, 2013 7:30 PM
343	It's nice to see a neighborhood survey done for this unlike what was done in the recent past for the Old Middleton Road project	Apr 3, 2013 7:27 PM
344	On a bike, there needs to be a way to cross University Bay Drive (from/to Shorewood going east/west) on the bike paths. There is too much traffic there to cross safely. There needs to be more over-2-hour street parking for people who have to drive. Turning left from Hill St. on to Univ. Ave. is quite dicey.	Apr 3, 2013 7:12 PM
345	1. Major danger to bicyclists crossing Highland Ave on Campus Drive bike path 2. Inexplicable lack of connecting bike path between Shorewood Hills & Ubay Dr (there seems to be plenty of railroad ROW)	Apr 3, 2013 6:58 PM
346	Please complete the bike path!!!	Apr 3, 2013 6:53 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

347	Buses stopping along University Avenue are a major source of traffic back up and driver frustration during the morning rush hour (going in bound). There is nowhere for the buses to pull off to avoid blocking traffic.	Apr 3, 2013 6:53 PM
348	Please improve bike path/ reduce its presence on Old MIddleton Road, cut over to new Digestive Center and then get it into Shorewood ASAP This would offer a much safer way than trying to bike on Old Middleton Road. I refuse to use Old Middleton Road although I would like to be able to connect to lake short bike path. Similarly, iIt is not possible to walk on a sidewalk along Old Middleton Road to Copps or Whole Foods or the Square without constant switchbacks and taking weird turns. The grass/ground at the old DOR building/Pyare Square is a nightmare. I have friends who moved from Madison because they could not walk from westside to Downtown.	Apr 3, 2013 6:50 PM
349	bus transfers should be available at university ave and major north south streets	Apr 3, 2013 6:48 PM
350	Only concern is the missing east-west bicycle/ped path thru Shorewood, not a major problem but would be nice if it was more designated. Traffic is traffic it will always be there and it isn't like it is terrible right now.	Apr 3, 2013 6:36 PM
351	For the past 10 years I have thought the Campus Drive path from UW campus going West is a PERFECT area to use ART to make this a more enjoyable route. It is an open stretch. It could have beautiful, colorful flags up above; use of GREEN concrete, environmentally friendly colors. It could be a showcase of art and creativity to make drivers feel more patient with traffic and enjoy their trek. It is a stark stretch otherwise. Perfect way to involve community ideas for artistic expression, and beautify our city!	Apr 3, 2013 6:14 PM
352	Time the traffic signals to the current speed limit. I.e if you go the speed limit you should never get a red light as on Johnson/Gorham. Time for W-E before noon and E-W after noon	Apr 3, 2013 5:54 PM
353	I'm not typical, since I am retired from the University and don't go down there every day and not at all during some seasons of the year.	Apr 3, 2013 5:48 PM
354	Question #6 is TOTALLY slanted! No attempt at objectivity. Apparently you already have determined the outcome.	Apr 3, 2013 5:46 PM
355	Nothing needs to be done. Don't waste the resources.	Apr 3, 2013 5:46 PM
356	Last year ADA compliant pedestrian ramps were built on the south side of University Ave across from Spring Harbor school. Those ramps were snow covered for several days after each snow storm and may be hazardous for pedestrians or people in a wheelchair or with a walker.	Apr 3, 2013 5:33 PM
357	How about some pedestrian overhead walkways that don't look uugly? One East of US Bank (near Midvale); one near Target, one at Farley and one at the Sarko Building/Shorewood tennis court area. But don't make them if they look bad.	Apr 3, 2013 5:28 PM
358	if it costs money or adds another bike lane or a damn useless roundabout or speed thing in the road... stop --they don't work, cost too much of my tax $$ that can be put somewhere else and only look good on paper. some engineers wet	Apr 3, 2013 5:08 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	dream.	
359	Just completed work west of Segoe made University Ave worse, not better. It makes sense not to allow left turns from small streets such as Baker Ave. onto University Ave., but the new U-turn is a hazard as well as an annoyance. The size of the traffic gap needed to make the U-turn is much larger than the gap needed for a simple left. Also, the timing of the signals on University Ave. is poor, so that drivers frequently get reds at every intersection. A minor adjustment would be capable of fixing this.	Apr 3, 2013 4:52 PM
360	Some manholes are quite recessed causing jarring bumps that some traffic somewhat dangerously try to avoid. This is especially noticeable in westbound far right lane in front of UW Credit Union.	Apr 3, 2013 4:42 PM
361	Hazard(ped/car)-rt turn on red out of Rose Pl (by copps) onto Univ. - Should be no turn on red. Also bike hazard (univ bike trail& highland)	Apr 3, 2013 4:07 PM
362	The bike path leading up to the bridge at whitney way but not being connected across it is awful. I've seen multiple bicyclists get caught there because they weren't aware the path didn't cross the bridge. This is dangerous and very difficult for the bicyclist to remedy once caught there.	Apr 3, 2013 4:02 PM
363	All bike traffic should use provided bike paths and not ride on University Ave. It's hazardous to both biker and car when bikes ride where no path is provided.	Apr 3, 2013 3:56 PM
364	My concern is not any difficulty driving on University Avenue, but rather commuter parking and cut-throughs in neighborhood streets, as well as ped and bike crossings.	Apr 3, 2013 3:12 PM
365	Thank you for gathering data and ideas!	Apr 3, 2013 11:05 AM
366	If a Westside Park & Ride lot was made in the field next to the West Transfer Point, commuters could park their cars and ride to their jobs and/or schools. This would greatly reduce traffic to and from downtown.	Apr 3, 2013 10:51 AM
367	Cars rule and have plenty of space as it is. University Avenue is a river of metal - loud, intimidating and polluting. Soft traffic, bikers and pedestrians, need our attention now. How to make the corridor less hostile to these two groups is the main issue!	Apr 3, 2013 10:06 AM
368	Pedestrian and bicyclist safety is by far my most high priority concern.	Apr 3, 2013 8:59 AM
369	We need red light cameras at Midvale and University to catch westbound University Ave. drivers who turn southbound on to Midvale Blvd and run the red light. I walk there frequently and it happens all the time.	Apr 3, 2013 8:54 AM
370	It would be wonderful to drastically reduce the Mon-Fri east-west cut through commuter traffic on Stevens Street.	Apr 3, 2013 8:36 AM
371	People go down old University Ave to avoid rush hour. Old University backs up & they then go down side streets, e.g. Kendall Ave. - bad situation.	Apr 3, 2013 4:53 AM
372	I hope that some more traffic calming structures and traffic signs can be utilized	Apr 3, 2013 12:44 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	on some of the side streets in the area. I see some key bike path connections as an important way of reducing overall congestion and improving safety, some innovative engineering may be needed to construct some of these links. Crossing the railroad tracks with a bike path near Franklin Avenue may be a possible solution for the challenges associated with that bike path link. Finding ways of improving pedestrian safety in the area of Univ. Ave./Franklin Ave./Shepard Terrace seems important to me too. Especially as it pertains to the often blind alleys in this area. These alleys are often made more dangerous by illegal parking here. Franklin Avenue has become a high-speed thoroughfare between Univ. Ave. and Regent Street/Speedway. Some more signage, enforcement and perhaps more islands could be helpful.	
373	I cross Old University to get to the hospital/Pharmacy School at least a couple of times a week. Crossing during rush hour is hazardous, as motorists are eager to get home and less courteous. This is even at stop lights with walk signals (ie. Walnut St coming from the Observatory). Perhaps changing the light so pedestrians can cross before motor vehicle traffic is able to turn left from Walnut onto University would alleviate some of the hazard. I hate to suggest a foot bridge, as it might be ugly, but it would help in between lights when cars can accelerate and have no reason to stop. Stop signs periodically through University would be good during rush hour, but a pain the rest of the time when there is little traffic.	Apr 2, 2013 10:05 PM
374	I would strongly favor any improvements to pedestrian crossings and safety. Installing lights that are activated rather quickly by pedestrians to allow crossing. I have seen these in Victoria Canada and like them alot.	Apr 2, 2013 8:32 PM
375	Turning left onto Ridge Street from University Ave. (when driving west on Univ.) is a major problem since the recent renovation of that intersection without a green left turn arrow. Drivers become desperate and it is hard then to wait for walkers to cross when it is their only chance to go before another major wave of traffic comes. When oncoming traffic has a red light, so does the left-turn person and when oncoming traffic turns green the left-turn person has a flashing yellow but can almost never get across before it turns red again.	Apr 2, 2013 8:14 PM
376	With travel to/from UW, state government buildings from local areas, University Avenue is a massive corridor. The light just East of the split between Campus and University (near Engineering building, I think; near railroad crossing on University) could be better managed by a pedestrian over- or underpass - stopping traffic so soon after a light (stoplights within 100 yards both East and West of that) creates more traffic congestion.	Apr 2, 2013 8:14 PM
377	I am not sure wether they are doing so to avoid the university ave corridor, but people travel Edgewood and Allen at high speed during rush hour times.	Apr 2, 2013 8:03 PM
378	I am a biker first, pedestrian second, and motorist third. Therefore i think connecting up the bike paths is the primary concern, and improving pedestrian connectivity to businesses along the corridor is my secondary concern.	Apr 2, 2013 7:59 PM
379	Cut-through traffic -- it's volume during rush hours, and it's recklessness on off hours -- is my biggest concern. If University Ave traffic was not as daunting, commuters would use that route.	Apr 2, 2013 7:38 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

380	Bus-Rapid Transit (BRT) should be implemented in the corridor (and other TOD-appropriate corridors in Madison such as Park Street) to reduce vehicle miles traveled and congestion, while providing a more reliable and convenient alternative to the existing Madison Metro Bus service. There is also inadequate evening bus service along (Old) University Avenue and Campus Drive after 6 pm. High Performance ("green street") infrastructure that manages stormwater runoff through infiltration into the aquifer should also be included in the corridor's streetscape redevelopment to reduce runoff into lakes.	Apr 2, 2013 7:11 PM
381	The proposed new building at the S.E. corner of University Av. and Farley- where Scooter U is located- will create a hazard at the intersection. It will be too close to the streets, so will block the view of pedestrians and bicycles travelling north on Farley in the street or on the sidewalk, who won't be able to see bikes and pedestrians travelling west on the sidewalk, toward the intersection. This building should be sited further back from the intersection to allow better visibility.	Apr 2, 2013 7:06 PM
382	Traffic through neighborhood streets is often at high speeds, especially on our street, Chamberlain Ave	Apr 2, 2013 6:36 PM
383	Madison Metro needs to be involved in the transit planning. It is also hoped that planners help make this a walkable/bikeable/mass-transit neighborhood and provide mass transit routes within the neighborhood, not just to-from downtown.	Apr 2, 2013 5:52 PM
384	Have lived on Kendall and Farley for 33 years. Have ALWAYS had concerns regarding University and Farley/UBay Drive. Concerns include-dangerous for peds crossing street, dangerous for autos making left turn especially going south, inconsistent left arrow turn signal,cars running yellow/red lights-esp east/west.This intersection needs attention for all involved-walkers,bikers and autos.	Apr 2, 2013 5:34 PM
385	Increased enforcement actions against bicyclists who ignore traffic rules would help! No islands. No roundabouts.	Apr 2, 2013 3:54 PM
386	I like to see at least 4 busses each hour on Old University. Shut down all left turns on non-signaled intersections.	Apr 2, 2013 3:06 PM
387	There is a need to protect and prioritize neighborhood integrity from increasing traffic. The University Ave intersection with Farley/university bay needs a major overhaul with significant improvements for pedestrian and bike safety. Additionally, many cars make a right turn on red at Farley to avoid stopping for the light. I would highly recommend limiting right turns on red from Univ Ave in order to prevent excessive cut through traffic in the neighborhood going east. Speed bumps on side streets and demarcation of regent neighborhood with signage (esp near Farley and Stevens street) will also increase driver awareness and hopefully decrease speeds.	Apr 2, 2013 2:49 PM
388	Due to Kendall Avenue becoming a bike lane several years ago, the 2700 block of Stevens St. is used from 7-9 AM and 4-6 PM and causes extreme amounts of traffic. Speed is excessive and cars travel at these speeds next to Stevens Street Park. There is also a huge problem with people using this block of Stevens St. and many surrounding streets to park all day and then walk to work	Apr 2, 2013 2:19 PM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	at UW Hospital, VA Hospital, etc. Very seldom are these cars ticketed. Something needs to be done to alleviate vehicles using neighborhood streets to commute to and from work.	
389	I don't believe it is a good use of public funds to invest heavily in accommodating current or increased levels of vehicular traffic through the study area. I would support initiatives that increase public, bike and pedestrian transport modes. I would also support public policies that incentivize individuals to live in close proximity to their work and any others that are deemed effective at reducing traffic volume through the study area.	Apr 2, 2013 2:05 PM
390	Incentives (carrot or stick) to encourage more use of buses would help relieve congestion and be better for air quality.	Apr 2, 2013 2:01 PM
391	I now live Downtown, but we lived on Regent St. for 30+ years. I still use the library, a dentist in Doctors Park, have appointments at the UW Health @ Doctors Park, shop @ Sentry, Brennans & on Monroe St.	Apr 2, 2013 1:49 PM
392	I use local streets more since recent modifications have made University Ave. more congested and difficult to drive. Four lanes Highland to Allen would help a lot.	Apr 2, 2013 1:40 PM
393	Other factors besides just the physical corridor need to be considered. Changes to who uses the corridor and when need to be addressed such as changing workday start and end times so they are more staggered. What portion of commuters work for large institutions--hospitals, govt and university--that could have it within their power to shift the workday of a large portion of their workforce?	Apr 2, 2013 12:54 PM
394	I actually choose not to bike from my neighborhood across Univ Ave because of the traffic. It feels too dangerous.	Apr 2, 2013 12:49 PM
395	My main concern is that a sidewalk is needed on the east side of University Bay Drive between Campus Drive and UW Hospital, before some pedestrian gets killed walking on the street.	Apr 2, 2013 12:44 PM
396	Use of side streets as a detour is a major problem because of driver frustration. Even though they have exited U. Ave., they feel they need to make the same time and speed. Violations @ stop signs and of speed limits is VERY hazardous to pedestrians, children playing and bicycles.	Apr 2, 2013 12:42 PM
397	Running red lights and otherwise failing to yield (to other cars, bikes, peds) is a major problem at all of these intersections. Also, Shorewood Hills fails to maintain good signage for SB University Bay traffic turning left onto Campus Dr (perpetually faded street paint only, no overhead sign). Confusion reigns.	Apr 2, 2013 12:41 PM
398	Side street parking by commuters creates problems with residents and their quiet possession of their property.	Apr 2, 2013 12:21 PM
399	Commuter traffic parking in neighborhood is major issue and growing. Also, volume of cut through traffic and their speed and attentiveness is an issue. Finally, UW Hospital employees turn left from Franklin onto University Avenue	Apr 2, 2013 11:46 AM

Q8. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	wait until ALL lanes are clear to turn so they can cross all four lanes of University to turn left onto University Bay Drive, which blocks Franklin. This isn't safe or courteous. Finally, while the employment at the UW medical campus is growing and good, what are they doing to mitigate traffic and parking issues for the surrounding neighborhoods?	
400	I'd like to see the aesthetics of the University Ave from Campus Dr. to Midvale improved: more trees, vegetation. Anything to improve bike access and commuting is much appreciated.	Apr 2, 2013 10:56 AM
401	#7 --Is adding a bike lane to U Ave 'small' or 'major'? Putting a bike path along U Ave would help remove one big concern I have about potentially fatal conflicts with vehicles. There are still bikes traveling from Hilldale, or even further out, down toward Madison on U Ave. This is really dangerous! The biggest motor vehicle problem is people racing through red lights! I see this DAILY at intersections, and have seen accidents because of it. This is more a policing issue than a road construction issue.	Apr 2, 2013 10:45 AM
402	It's hard to avoid University Ave. Trying to cross lanes from a side street is difficult. I typically use Highland to avoid this issue.	Apr 2, 2013 10:37 AM
403	The objective during rush hour is to maximize safe, efficient vehicle throughput; create more bus pull-off areas for passenger loading/unloading to help accomplish this.	Apr 2, 2013 9:35 AM
404	Does it matter what I think?	Apr 2, 2013 9:24 AM
405	I travel only by bus and find the U Ave. corridor extremely difficult to navigate as a pedestrian. There are too few crossings for pedestrians between Highland Ave. and Midvale Blvd. This last winter the street was plowed after the storms but snow wasn't cleared from crossing points, even at lights. There need to be MORE crossing points for walkers.	Apr 2, 2013 9:00 AM
406	Please don't address concerns by adding further impediments to traffic flow (new lights, stops, lane restrictions)--in my experiences this actually increases driver aggression, which is the only danger on this route. Thanks.	Apr 2, 2013 8:46 AM
407	The intersection of University Avenue and University Bay Drive is PARTICULARLY DIFFICULT for pedestrians. I would walk to work more often if this wasn't such a problem. The bike path parallel to University Avenue has an outrageously bad crossing of University Bay Drive, which is especially bad at rush hour. Heading west, the bike path ends at University Bay Drive and bikes are supposed use Marshall Court to continue west. But there's a steady stream of cars heading down University Bay Drive toward University Avenue during the pm rush hour, it's very, very difficult for cars heading east on Marshall Ct to turn left or right onto University Bay Drive since cars on UBD often block the intersection when the light at Univ. Ave. is red, and then bikes have a very difficult time trying to pass through this intersection.	Apr 2, 2013 8:45 AM
408	A major thoroughfare will, by nature, be congested during busy travel times. I would much rather see increased and expanded bus and bus rapid transit offered on the corridor than a bunch of left turn lane and left signal 'fixes' that will	Apr 2, 2013 8:36 AM

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	not do anything to reduce congestion. We also need to improve the ability of pedestrians to cross safely at intersections. I also think speeding and red light running are major concerns based on the traffic studies we have done at the Farley and university ave intersections. The aesthetics of the corridor -- the poor landscaping (or lack of it), the unsightly jumble of signage, etc. -- lends to the sense that this corridor is not actually part of a neighborhood, but rather just a place to pass through quickly to another destination. This adds to the problems of speeding, unsafe and discourteous driving, etc. The fixes to this corridor need to address and improve the aesthetics that tie it to the adjacent neighborhoods, as well.	
409	A north south bike way would be helpful	Apr 2, 2013 8:27 AM
410	(a) Shorewood is increasing congestion at U Bay Drive/University intersection as redevelopment occurs at Doctor's Park, without providing for inter-connectivity of streets within the village. By intentional village policies, there are no secondary routes within the village - an issue that begs to be addressed. (b) Farley/UBay Drive intersection has ped-bike-vehicular conflicts that are not helped by the current geometry and signal timing (and left-turn signal onto Farley from Univ westbound rarely works, no space on the median for peds/bikes to safely land as lights change, etc.). Stacking results on the side streets as left- and right-turning vehicles onto University yield (sometimes!) to peds and bikes, especially during commute hours. Original proposals such as grade-separation were dismissed due to cost, land requirements and water table. But what about a ped and bike overpass at Farley (instead of the proposed dentist office), or providing additional north-south access points by turning Campus Drive into a divided blvd, extending existing stub-end streets and reducing the speed limit. (c) Part of the speeding issue is due to the mile-long "freeway" aspect of Campus Drive as drivers choose not to slow down east of Breeze or west of Farley.	Apr 2, 2013 8:25 AM
411	Left turning drivers are often turning after the light has turned red which slows down oncoming traffic. Need longer arrows perhaps at the major intersections? I often commute "against" traffic. It seems like there is more incoming (East bound) in the morning and more outgoing in the afternoon and I travel the opposite.	Apr 2, 2013 8:21 AM
412	For safety, I would recommend disallowing left turns onto University where there is no traffic light, at least from 7:00am to 7pm, between Farley Avenue and Segoe.	Apr 2, 2013 8:03 AM
413	Definition of 'small' and 'major' are open to interpretation. Something should be done. I avoid Highland Ave during rush hour. It is difficult to get to Univ Ave from left turn off Highland and then merge during rush hour.	Apr 2, 2013 7:36 AM
414	Pedestrian crossing is difficult at the University Bay Drive intersection. My kindergarten age child has a hard time getting all the way across the street in the time set for the traffic signals. It must be nearly impossible for a person with physical disabilities to get across the intersection in time.	Apr 2, 2013 7:32 AM
415	Perhaps the impact of added cars/bikes/walkers should be taken into account every time a developer or UW want to add housing or lab space. We're headed toward gridlock. Another thought would be to stagger start/end times for	Apr 2, 2013 7:15 AM

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	workdays at UW Hospitals and other campus businesses.	
416	Apartments should provide parking for residents and not allow apt dwellers to get street parking stickers	Apr 2, 2013 7:14 AM
417	I'm retired and slightly disabled. For 20 years before that I biked to work within area C and also for errands. Walked in winter. On bike I always avoided University Ave and used stop-lighted crossings (eg Farley ST) and lesser roads to ge to bank, post office etc. Biking routes have gotten much worse and the congestion discourages commuter bikers like my son and daughter .	Apr 2, 2013 7:12 AM
418	We need left turn signals at every stop sign. We need,flashing red,stop,sign, on speedway and highland We need park and rides for UW staff who park in the neighborhood to cut down on the traffic on speedway. Stop parking a cars lengh from the corners .	Apr 2, 2013 7:11 AM
419	Pedestrian overpass at University Bay drive seems appropriate to remove dangerous ped crossing	Apr 2, 2013 7:05 AM
420	parking is limited	Apr 2, 2013 7:05 AM
421	Please explore possibilities for commuter rail and improved bike connections through Shorewood and from UW hospital to the SW path.	Apr 2, 2013 7:03 AM
422	My family has paid a premium to live in a walkable neighborhood, a fact that is reinforced annually with our relatively steep property taxes. We'd appreciate the City focusing on pedestrian and cycling improvements rather than catering to dangerous and polluting autos. I want to see more connections between bike paths and enforcement of existing traffic laws. We have a great bus system and that should be promoted, as well. Thanks!	Apr 2, 2013 7:02 AM
423	We chose to live near a vibrant university where I also happen to work. I never planned to bike, too much traffic, because I recognized that it's unrealistic to expect there to be little to no traffic associated with a university and a major route through town. Likewise workers driving through the neighborhood is to be expected, given our location. the neighborhood comes out as smug & pretentious.	Apr 2, 2013 6:59 AM
424	Visibility for pedestrians and cars trying to cross major cross streets (like Highland and Farley) from side streets is also a HUGE problem. Cars parked too close to intersections block sight lines. You can't see a car speeding up or down Highland until it's on top of you. And cars coming up Highland at hospital shift changes DON"T stop for pedestrians. Can't we just make the "no parking" area around these intersections wider -- a no-cost solution.	Apr 2, 2013 6:48 AM
425	I think the answer isn't modifications to the corridor but to develop ways to limit the daily commuting of people to/from Middleton and the University.	Apr 2, 2013 6:37 AM
426	University Avenue is a major arterial. My level of service expectations are based on the higher functional classification of this roadway. I don't expect unimpeded left turn movements, uncongested intersections, etc. along this corridor. The best improvement to University Avenue would be installation of bus bays, so	Apr 2, 2013 6:24 AM

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	buses can turn out of travel lanes and wouldn't shut down one-third of capacity (the outside lane). This also creates backups at key intersections such as Midvale Blvd. My major infrastructure concern is the pavement - hopefully it will obtain its full useful life and we won't have any more contractor performance issues when the pavement is replaced the next time. The costs, congestion and lost business activity during construction necessitates long-term solutions. My major safety concern is that MPD does not enforce the "no stopping/standing/parking" rules on University Avenue. Semi trucks are parking in the outside travel lane in front of Fuzzzy's Tacos/Star Bucks and also at IHOP, unloading cargo for these establishments. This is a very unsafe situtation and should be policed before a tragedy occurs!	
427	It would be helpful if there were a bus route that went from the Regent neighborhood to UW Hospital. Buses go frequently to campus but not to the Hospital.	Apr 2, 2013 6:15 AM
428	Pedestrian safety and better walkways need to be improved along University Avenue. Congestion is not an issue.	Apr 2, 2013 6:15 AM
429	People regularly run through the red light at the corner of Farley and U Ave -- it scares me.	Apr 2, 2013 6:09 AM
430	Need for shopping areas near University and Midvale to share some of their space. When Hilldale Mall banned parking for commuters, I had to use neighborhood streets. No other option.	Apr 2, 2013 6:03 AM
431	I don't know how to reduce the number of cars on U-Ave. Perhaps it is time to resurrect the light rain proposal,	Apr 2, 2013 6:01 AM
432	Please prioritize bicycle, pedestrian, and transit users for improvements along this corridor. A few ideas: Bicycles: a dedicated cycle track or grade separated bike lanes Peds: Wider sidewalks and better crossing facilities Transit: Dedicated bus lane	Apr 2, 2013 5:58 AM
433	Congestion around west high is excessive , way to much individual car travel both students and parents. Also school parking in neighborhood a huge problem.	Apr 2, 2013 5:45 AM
434	I travel to Whole Foods and at other times to Old Middleton Road 4-5 x per week	Apr 2, 2013 5:43 AM
435	Getting drivers to actually yield to pedestrians in marked crosswalks (like the nice new zebra-stripe crossing at Univ & Blackhawk) would be very useful (to put it mildly!!!)	Apr 2, 2013 5:37 AM
436	The new left turn pedestrian islands are dangerous for traffic and would better serve everyone with a normal light pattern and no flashing yellow . It is fine for those initiated but I see a lot of confusion at these intersections. Thanks	Apr 2, 2013 5:16 AM
437	Light at Ridge & University needs to be changed to include turning west from Ridge. This inability has led to huge increases in traffic from Ridge to Hill Street's light along streets not designed to handle this diverted traffic.	Apr 1, 2013 8:52 PM
438	I have lived in the area for over 20 years and have learned to negotiate the	Apr 1, 2013 7:01 PM

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	bottle-necks and use lighted intersections to get on and off University Ave.	
439	If zoning changes go into affect major changes will need to the corridor	Apr 1, 2013 5:51 PM
440	The signal at University and Ridge has always struck me as oddly programmed. This stops traffic sometimes when no pedestrian is trying to cross and no car is attempting to turn. It is also very difficult to turn left from University westbound onto either Ridge or Hill St during busy times, and I end up using Blackhawk or Franklin, where it is easier given the lack of signal.	Apr 1, 2013 3:29 PM
441	My only suggestion relates to the lack of automatic signals for pedestrians at stop lights. We don't make cars stop and press a button to get a working signal, so why do we treat pedestrians and cyclists that way? Walk and Don't Walk should be automatic. I walked all over Tokyo for a week and never encountered a button actuated crossing signal. It was wonderful.	Apr 1, 2013 3:18 PM
442	Park 'n Ride at Segoe/University to encourage single car drivers to not take cars to isthmus. Express bus with discounted fare from Park 'n Ride to make this option favorable. Better bike routes on or near University Ave.	Apr 1, 2013 3:06 PM